

Dromedary Peak Fuels Crew

2018 Season Report



Dromedary Peak 2018

The 2018 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 Utah. This was a unique season for the crew; we considered it a very busy year but never left the state as a crew. Throughout the summer Dromedary Peak crewmembers assisted with the suppression of ten wildfires across the state of Utah.

The Dromedary Peak Fuels Crew officially began the 2018 season on May 7th 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 5 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 18th, 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 18th through the Northern Utah Interagency Fire Center.

During the first week the crew was assigned to fuels projects in the North West area. While assigned to the area, the projects provided an opportunity for new sawyers to learn proper cutting techniques. By the start of the second week the crew received their first resource order as a fire suppression resource for the 2018 season.

On May 26th we sent Tim Nolan to the west desert for a detail with the Tooele county fire warden. Taking advantage of a quick action relationship we have with the warden and a red flag week in his response area. Nolan was out on this detail assignment for 6 shifts, taking on the role of incident commander for three different fires. Nolan was successful and returned to the crew June 1st. providing the crew and the lone peak center with additional depth in leadership quals.

On May 27th the crew mobilized to the Pine Ridge Fire, in north west Utah vernal district just south of the Ashley NF. Scott joined the crew for our first role as a support to myself and the crew members. It was the first time I had taken the crew out as the new crew supervisor, so his insight, encouragement and over all wisdom was well appreciated. This support was not just to myself but to the crew as well, Scott took time to lead and teach at the crewmember level both in the field and after(AAR). The crew spent three days supporting the assignment before being released to a prepo order there in Vernal.

On June 7th Dromedary received an order to the Trail Mountain fire. The fire was an RX that had escaped its containment lines, we were the first crew on scene to support them. Trail Mountain fire turned out to be a proving ground for the crew, we were up at ten thousand feet breathing hard, working hard. The crew had worked hard to get in the right place right time to make positive impacts. We spent 14 shifts on this assignment and a really good review. The crew couldn't have made me more proud. Their hard work and long days were noticed by the team and got some "thatta boy" phone calls to the LPCC management. The crew had come back together after the vernal incident as a strong Family again.

On June 26th the crew took on a priority project called Kyune creek. This project was a little out of the ordinary due to the busyness of the fire season and the time critical nature of the project. We were authorized to run 16 hour days and spike on site, supported by UTV and restaurant runs. This allowed us to increase our short term production.

On June 28th Dromedary was assigned to the West Valley fire in the Dixie NF. We spent 4 days out in front of this one doing structure prep and indirect line construction. Eventually finding some ground for ourselves. We flew up to a front line helispot and went direct with a helitack crew. The assignment was game a changer in the overall strategy from the type 2 team, we had again worked our way in to the right place right time to help make a positive outcome.

On July 7th we were demobed from the West Valley fire and sent home on day ten of our tour. While traveling home we got reassigned to Cliff Ridge fire just outside of Vernal UT. We got on scene and where handed command of the incident to help free up the Initial attack resources in the area. The next day things were looking good the Cliff Ridge, just mop up left to

do, dispatch asked if we could split off a portion of the crew for IA. So we did, we made 15 available for IA.

On July 9th we got a fire call to a new fire south of vernal, 15 crew strong went. We arrived and took command of what became the east seep fire. We engaged that day and were able to get around it early the next day. Again dispatch asked if we could break down to have some IA available.

At this time I reevaluated our crew situation. Feeling good about the crew leadership depth and our vehicle situation, I decided to make 10 available from incident and send my Crew Foreman (Kevin Frank) back to Vernal Fire Center. His position and location supported us in multiple ways, 1st Kevin had his own truck and was centrally located in-between both squads out in the field. 2nd Vernal Fire Center was severely under staffed and he had the experience and quals to help in dispatch.

On July 12th there was a new smoke report to the south east. Again we mobilized the 10 crew available IA and made our way out there. Arriving on scene to a ¼ acre timber fire we took command of what became the Monument fire. We were able to contain it that first day and call it controlled by end of shift on the 13th. The morning of the 14th the crew came back together from three different fires and Vernal Fire Center support and convoy back to the work center to rehab and RnR. Again the crew was giving a great opportunity and rose to the occasion. Vernal Fire Center was elated to have us as a resource in area. We were able to make a positive relationship and build our reputation. Being able to split in four directions (3 fires and dispatch) and positively support an entire district is exactly what a T2IA is designed to do. All said about this Vernal showdown made it my proudest moment of the 2018 season.

In July we took a detailer (Tyler Carruth) over from Alta IHC as a crew boss Trainee and in exchange we sent one of our Squad leaders (Bryan Bogdanoff) over to Alta as squaddie on a Shot crew.

July 17th with Tyler on board we got our seventh order of the year to the Wood Canyon Fire in central Utah on the Fish Lake NF. Tyler was ready for the assignment as CRWB(t) he took the reigns and ran with it. We tied that fire in with a good burn out and left after 2 shifts on scene.

July 20th after leaving the Wood Canyon Fire we were reassigned to the Cove Creek Fire on the south side of the Fish Lake NF. It was a Comp fire in the old Twichell Fire scar of 2010. We again found our selves in the right place to make a positive contribution to the incident. We took action in indirect line construction, burning, holding, and eventually going direct in a few areas to tie in some cold black to cold black. The team really leaned on us and our capabilities as the only hand crew on scene. We had a run in with a medical unit leader on scene who

disagreed with our medics assessment of a crew member in the early stages of heat exhaustion. I headed down the hill and cleared up the incident with the IC, IC(t) and the medical unit leader. We did end up taking our person to the hospital and had him bagged with an IV. He made a full recovery and rejoined the crew by end of shift. Tylers time with us in a trainee position was a success and I ended up being his final evaluator on his PTB.

Aug 4th with just nine days left in our student season, we headed out the door one more time. We were assigned to the Hansel Point Fire in north central Utah. It was a mixed grass juniper fire that just didn't want to stay out. We ended up breaking our 2/1 work rest ratio four days in a row. To mitigate we rested a lot with our boots on but the wind would blow a sagebrush across the road, and it was back to the races. For four days we burned and burned and burned again. Although we did break work rest, the crew was doing well and getting lots of day naps. Then woke up to me announcing that it was time to get back after it, grab the torches.

Aug 9th we were reassigned to the Monument 2 fire south of Vernal UT, a half mile away from the monument fire we took on a month before. Arriving on scene vernal fire center was again happy to see us and asked us to take command of the 209 acre fire. We spent our last 4 shifts on the monument fire containing and controlling it before we called it a season as a crew.

Aug 14th Arriving home from the Vernal area we started our crew shut down

Aug 18th After Shutting down crew equipment and sending the students home for the year, all detailers took two days off before starting their details to support our crew mission of providing well trained young fire fighters to sister programs.

Dromedary peak staff supported...Lone Peak IHC(Ellis), Alta IHC(Greenwell, Wilson , Lowe-Skillern, Mahoney, Bailey, Bogdanoff), Twin Peaks(White, Ashton), Lone Peak Engine Program(Betz), Lone peak Center Staff (Frank), Tooele fire warden(Bailey, Nolan), Northern Utah Regulars(Bogdanoff), Wasatch Helitack (Nolan, Bogdanoff), Northern Utah Interagency Fire Center(Frank), Aboyo WFM(Navarro), Vernal Fire Center(Frank), Kings Peak WFM (Navarro)

Training is a big part of our program throughout the entire season. Some of the PTBs we were able to complete over the 2018 season are... 2 FFT1, 3 ICT5, 1 ENGB, 1 RXB3, 1 ICT4, 2 CRWB, 1 FEMO, 2 FAL2, 1 HECM, 1 ABRO. Thank you to all who helped by contributing to Dromedary Peak's success

2017 LPCC CREW SEASON DATA

Crew Name: Dromedary Peak

QUESTIONS		RESPONSE
AVAILABILITY		
1	Total days crew was assembled?	100
1a	Start Date	May 7th
1b	End Date	August 17th
2	Total number of days assigned to incidents? (Includes travel)	64
2a	How many days were in official travel status?	6
2b	How many 14 day assignments were completed during total number of days assigned?	3
2bb	How many assignment extensions?	0
2c	Number of days on project work while assigned? (list specific type: e.g.. Trails, fuels etc.)	3
2d	Number of days on project work while not assigned?	9
3	Total number of days off?	1
3a	Days off in pay status?	74
3b	Days off in non- pay status?	18
3c	Number of days in station or otherwise and not accounted for above?	8
TRAINING		
4	Number of days in training?	100 ☺
5	Number of days of non fire mandatory training?	8
6	Number of instructor hours dedicated to non-crew training courses?	
6a	Number of task books initiated?	
6b	Number of task books completed?	15
TRANSPORTATION		
7	Total miles driven? (Total of all vehicles)	
8	How many vehicles do you have?	5
9	Number of vehicle accidents? (Vehicle down for repair due to accident)	0
9a	Number of injury vehicle accidents?	0
9b	Vehicle accidents above where fault was Government Driver?	1
10	Number of days vehicle down for failure or repairs? (Non-accident, total all vehicles)	0
11	How many times did your crew fly? (Count each leg as a flight)	2
11a	Commercial	
11b	Charter	
PERSONNEL		
12	Total number of funded personnel on crew?	20
13	On average how many personnel did you have on incidents?	20
13a	Number of days crew leadership fulfilled incident leadership positions?	30
14	Total number of career appointments? (excluding apprentices)	0
15	Number of UFRA interns on crew?	
16	Number of career positions that were vacant?	0
17	Number of career employee's on the crews that are eligible for retirement in the next 5 years?	0
ACCIDENTS AND INJURIES		
18	Number of non-injury incidents? (bee stings, poison oak, etc)	2
19	Number of injury accidents?	0
20	Number of injury accidents that required medical attention? (no lost time)	1

21	Number of injury accidents that required medical attention? (lost time)	1 per, 3 times
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