

Dromedary Peak Handcrew

2019 Season Report



Dromedary Peak 2019

The 2019 field season was a successful season for The Dromedary Peak Handcrew and its members. The majority of the crew's time was spent supporting fuel reduction projects in and around the State of Utah. This was a successful season for the crew; we worked hard to take advantage of the quiet fire season and fine-tuned our chainsaw skills. Throughout the summer Dromedary Peak crewmembers assisted with the suppression of five wildfires across the state of Utah and Idaho, as well as a landowner assist RX burn in the community of Alpine Acres.

The Dromedary Peak Handcrew officially began the 2019 season on May 6th 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 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 fire line 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 Medical Incident Report.

On May 17th, 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 the afternoon of May 17th through the Northern Utah Interagency Fire Center.

May 21st, The crew spent the next six weeks conducting fuels reduction work across the State. This gave us plenty of opportunities as a crew to hone in our saw skills, work force, production, personal management, communication, crew expectations and administrative training for new and growing permanent employees. During this time we had over a thousand hours of chainsaw operation both in brush and timber felling. As a crew we had thirteen new to saw, we provided training, experience and were able to certify all as FAL3. We also had work in large timber stands providing opportunity to our more experienced fellers to continue honing their skills. Got a lot of positive feedback for our Quality of work, over the six weeks we were able to increase our production rate as a crew, both with the experience gained and adaption of different tactics.

June 15th, The crew was able to take part in a land owner assist RX burn in the community of Alpine Acres, it was a low complexity pile burn operation that allowed the crew ample opportunity for training in holding operations.

June 27th, We received our first fire assignment for the 2019 season, it was a type 3 IMT fire on the Fish Lake NF called Skull Flat. We arrived by 1200 on the 28th, got briefed and engaged the crew in indirect line construction. Over the course of five days we were assigned to two different divisions and took part in direct and indirect line construction. For our first fire assignment I was proud of the crew's safety, production and professionalism.

July 3rd, Crew traveled back to LPCC from the Fish Lake NF

July 8th, Crew was back at it in the Uinta Wasatch Cache NF taking part in a FS fuels reduction Project.

July 15th, Crew received second fire assignment, to the Boise NF called the Canyon fire. Arriving early afternoon on the 15th we received a brief and got scouts in to the fight. Team came up with the box plan, crew started indirect line taking three days to tie it all in. We were successful in firing our piece out with Boise IHC holding and supporting the crew. The crew spent twelve days assigned to the Canyon fire.

July 29th, Crew was back at it in the Uinta Wasatch Cache NF taking part in a FS fuels reduction Project.

July 31st, Crew received a fire call along the Wasatch Front in Springville, UT. Arriving at the Alaska incident, the crew ensured the west line held from a firing operation from the day before and continued to secure the north end of the fire. A firing plan was formulated with division and adjacent resources. With an incoming storm front, objectives changed and the crew adapted to go direct, keeping the fire out of a draw. August 1st, the crew completed the direct line, tying the fire into rock scurries to the west. An impressive helispot was promptly

constructed to ensure safety as the crew worked up rugged terrain. Great rapport was built with adjoining Forest Service resources. At the end of the fourth operational shift, the crew was released to and dispatched to a nearby fire.

August 4th, the crew arrived on the Pelican fire. It was a grass fire on the west side of Utah Lake. With the help of overnight relative humidity recovery, the crew made quick work securing the edge and mopping up. Leadership on the crew informed and communicated well with the public as this area was a popular shooting area. En route back to Lone Peak Conservation Center, the crew was again called to another fire near Nephi, Utah.

On the evening of August 4th, the crew arrived and was briefed on the Paint Mine fire. This was a Type 4 incident which was later transferred to a Type 3 team. The first night, the crew remained on the fire throughout the night shift, monitoring fire growth, ready to engage at any moment. Dromedary successfully completed operations throughout multiple shifts. We worked well with other Type 2IA and IHC resources to secure the west flank of the fire in steep terrain. Initiative was taken to ensure correct tactics and assignments were being made. Many improvements in lower leadership was evident through various training opportunities. The crew was released August 8th.

Aug 12th Arriving home from Southern Utah 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([Adams](#), [Lohman](#), [Woods](#), [Baldwin](#), [Miranowski](#)), Alta IHC([Bogdanoff](#), [Ford](#), [Bailey](#), [Brown](#)), Twin Peaks([Stilson](#), [Duffy](#), [Earl](#), [Rogge](#), [Ford](#)), Lone Peak Engine Program([Betz](#), [White](#), [Ford](#), [Quintana](#), [Ibrahim](#)), Lone peak Center Staff ([Frank](#)), Tooele fire warden([Bailey](#)), Salt Lake Helitack ([Miranowski](#)), Northern Utah Interagency Fire Center([Frank](#)), State Office WUI Coordinator([Frank](#))

Training is a big part of our program throughout the entire season. Some of the PTBs we were able to complete over the 2019 season are... 2 FFT1, 1 ENGB and 1 CRWB. Thank you to all who helped by contributing to Dromedary Peak's success

2019 LPCC CREW SEASON DATA

Crew Name: Dromedary Peak Handcrew

QUESTIONS		RESPONSE
AVAILABILITY		
1	Total days crew was assembled?	99
1a	Start Date	May 6 th
1b	End Date	Aug 15 th
2	Total number of days assigned to incidents? (Includes travel)	27
2a	How many days were in official travel status?	5
2b	How many 14 day assignments were completed during total number of days assigned?	0
2bb	How many assignment extensions?	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?	29
3	Total number of days off?	34
3a	Days off in pay status?	0
3b	Days off in non- pay status?	34
3c	Number of days in station or otherwise and not accounted for above?	0
TRAINING		
4	Number of days in training?	99 ☺
5	Number of days of non fire mandatory training?	8
6	Number of instructor hours dedicated to non-crew training courses?	16
6a	Number of task books initiated?	7
6b	Number of task books completed?	3
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?	0
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)	0
11a	Commercial	0
11b	Charter	0
PERSONNEL		
12	Total number of funded personnel on crew?	21
13	On average how many personnel did you have on incidents?	20+1
13a	Number of day's crew leadership fulfilled incident leadership positions?	0
14	Total number of career appointments? (excluding apprentices)	5
15	Number of UFRA interns on crew?	2
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?	
ACCIDENTS AND INJURIES		
18	Number of non-injury incidents? (bee stings, poison oak, etc)	
19	Number of injury accidents?	5
20	Number of injury accidents that required medical attention? (no lost time)	

