

2020 END OF SEASON REPORT



LONE PEAK INTERAGENCY HOTSHOT CREW



State of Utah
Department of Natural Resources
Division of Forestry, Fire & State Lands





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2020 Season Summary

The 2020 fire season started on May 4th with a 40 hour “critical training” week. Typically the crew starts in mid-April and completes a comprehensive 80 hours of critical training. COVID-19 and Type 2 Initial Attack (T2IA) status justified an untraditional training period where the safety and well-being of crewmembers were at the forefront of decision making. Lone Peak was able to get all of the prerequisite training and two days of field training in and were ready for national assignment by May 8th.

Before the 2020 season started, Brett Branin was promoted to Captain, Shayne Ward was promoted to Squad Leader, Jasper Amir accepted the Lead Crewmember position, and Daniel Sullivan was offered a detail as a Lead Crewmember. With this shift in personnel, the crew started the season with a T2IA status. In accordance with the Standards for Interagency Hotshot Crew Operations (SIHCO), the crew was missing the following qualifications: Task Force Leader (TFLD), Incident Commander Type 4 (ICT4), and one Crew Boss (CRWB). The crew achieved its status back to Type I IHC on August 12th, where it remained.

The crew was on call for three days before it received its first resource order to Nevada on May 11th. From there, the season did not slow down. The crew visited six states, for 27 incidents, with 139 days on fire, and earned 1,276 hours of overtime. The season saw a great variation of habitats, environments, weather, elevation, temperature, firefighting strategies, and tactics. It was a hotshots season.



Pre-Season Assignments

After the seasonal crewmembers are laid off for the winter, the permanent employees begin the necessary preparations for the upcoming fire season. These preparations include washing and repairing gear, ordering new items needed, repairing vehicles, and hiring new crewmembers for the upcoming season, etc.

Permanent and seasonal employees alike, often fill a variety of fire roles throughout the offseason. At the start of 2020, Matt Jarvis began his third season of prescribed fire in South Carolina for The Nature Conservancy (TNC) as the Crew Lead. Jasper Amir began his first season with TNC in North Carolina as a crewmember.

The crew proudly saw Mitch Hanson leave for the Redding Smoke Jumpers in northern California. The crew now has more than six alumni fulfilling smokejumper roles throughout the Western United States.



Project Work

The 2020 season saw very little project work as the crew was committed to incident for the majority of the season. In all, Lone Peak only had four days of project work. In this short period of time, the crew worked on the Upper Provo, Spruces Campground, and Cedar Highlands projects. These projects included cutting shaded fuel breaks, falling hazard trees around developed camp sites, chipping, building burn piles, and other miscellaneous fire mitigation and preparation assignments. Projects offer great practice to some of our younger sawyers and present the communities we served with quality landscape management projects that ultimately improve their level of safety.

Personnel

As mentioned in the summary, the crew experienced some upward movement. Kadell Deason, one of the crew Captains, continued his detailed as the Assistant Operations Coordinator for the Lone Peak Conservation Center (LPCC). Although Kadell was quite busy, he was able to go out on assignment with the crew for two tours and contributed greatly. Brett Branin was extremely committed to achieving his ICT4 and TFLD. He spent several weeks away from the crew pursuing these qualifications in a variety of locations. This included working with the Tooele County Fire Warden Dan Walton and some of our interagency partners within the Bureau of Land Management (BLM).

Crew retention from the previous season was high. Of the four detailers who joined us mid-season last year from Dromedary Peak T2IA, three stayed for the 2020 season. This led to the



hiring of three new crewmembers. Lone Peak started the season with two positions purposefully open to allow for mid-season detailers.

With the harsh reality of the job and its physical/mental requirements taking effect on some, four people who started the year voluntarily resigned. These new openings allowed for six eager individuals from Dromedary Peak to detail over, raising our overall crew numbers to 23, where it held for the remainder of the season.

Safety (Personnel and Vehicles)

Lone Peak had a relatively good injury record for the 2020 season with no major injuries, four moderate injuries that resulted in loss of time, and one minor injury that was treated by line EMT's. A sprained knee, sprained ankle, bruised rib, and strained back led to time loss while a forearm puncture during swamping was the minor injury.

Over the course of 64,815 miles between five vehicles, the crew did accrue one minor vehicle accident. One of the support vehicles was backed without a spotter resulting in minimal damage to the bumper.

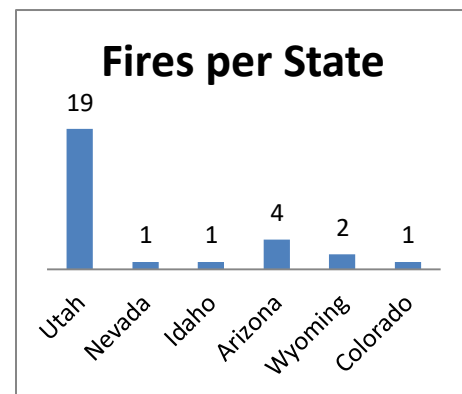
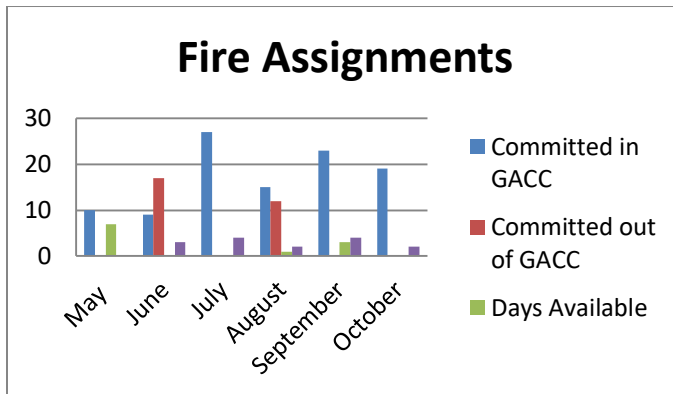
The crew experienced zero chap striking incidents this year. This victory is an ode to our training procedures, saw team members attention to safety, and overall skill of our crewmembers.

Critical Training Overview

| Training | Hours | Date | Training | Date | Hours |
|---|--------------|-------------|--|-------------|--------------|
| Center Orientations | .5 | 05/04/2020 | Flight Ready | 1 | 05/05/2020 |
| Covid 19 Guild lines | 1 | 05/04/2020 | Firing, Holding | 2 | 05/05/2020 |
| Introductions and Expectations | 1.5 | 05/04/2020 | Spot Fire | 2 | 05/06/2020 |
| Harassment/ Defensive Driving | 1 | 05/04/2020 | Radio Operations and Communications | 1 | 05/06/2020 |
| Predictive services | .5 | 05/04/2020 | Weather Observations | 1 | 05/06/2020 |
| Safecom/Safenet/Blood Borne Pathogen | 1 | 05/04/2020 | Ops Guide | 1 | 05/06/2020 |
| JHA's Driving, PT | .5 | 05/04/2020 | Medical | 2.5 | 05/06/2020 |
| Traffic Safety Vehicle Travel | .5 | 05/04/2020 | Water Handling | 2 | 05/06/2020 |
| Hike, Pack test replacement, Tool Order | 3 | 05/04/2020 | Refurb Standards | 3.5 | 05/07/2020 |
| Line Construction | 6 | 05/05/2020 | Entrapment Avoidance | 1 | 05/07/2020 |
| Helispot Construction | 3 | 05/05/2020 | Lesson Learned/ Case Study | 1 | 05/07/2020 |
| Sling load Construction | 1 | 05/05/2020 | Modular Breakouts, IDP, Squad Expectation, Q&A | 2.5 | 05/07/2020 |
| Total Training Hours | | | | | 40 |



*All recurrent training (Wildland Fire Safety Training Annual Refresher or RT-130 items) that could be conducted at home were done so by the individual, at home, on their own pace before day one of critical training. This was a COVID-19 mitigation decision.



Incident History

| Management Level | Risk Type | Incident Name | Incident Number | Number of Shifts |
|------------------|-----------|--------------------------|-----------------|------------------|
| III | WF | Taft | NV-HTF-040023 | 7 |
| IV | WF | MM21 I-15 | AZ-ASD-000155 | 1 |
| IV | WF | Tabby Canyon | UT-SLD-000177 | 3 |
| IV | WF | North Stansbury | UT-NWS-000189 | 2 |
| III | WF | Elberta | UT-NWS-000216 | 1 |
| IV | WF | Promontory | UT-BRS-000227 | 2 |
| | PREPO | 2020 R3 Regional Support | NM-R03-000001 | 1 |
| III | WF | Canoa | AZ-CNF-000443 | 2 |
| | PREPO | 2020 R3 Regional Support | NM-R03-000001 | 2 |
| I | WF | Bighorn | AZ-CNF-000413 | 9 |
| III | WF | Traverse | UT-NWS-000368 | 1 |
| III | WF | Knolls | UT-SLD-000371 | 14 |
| III | WF | Mountain Home | UT-NWS-000472 | 2 |
| III | WF | Big Hollow | UT-NES-000498 | 4 |
| III | WF | Dennis Hill | UT-BRS-000528 | 2 |
| | PREPO | NUC Preposition | UT-NUC-000002 | 1 |
| III | WF | Water Hollow | UT-BRS-000554 | 5 |
| II | WF | Pine Hollow | AZ-ASD-000595 | 3 |
| III | WF | Richard Mountain | WY-CPS-200480 | 3 |
| III | WF | Bradley | WY-CAX-200527 | 3 |
| I | WF | Grizzly Creek | CO-GFX-000348 | 5 |
| III | WF | Cowboy | UT-FIF-200493 | 8 |
| | PREPO | 2020 RFC GACC Support | UT-RFC-20071 | 2 |
| IV | WF | Black Sand | ID-IDF-000188 | 4 |
| III | WF | Center Creek Trail | UT-ASF-1000353 | 2 |
| II | WF | East Fork | UT-ASF-100340 | 12 |
| III | WF | Neffs | UT-UWF-00982 | 9 |
| II | WF | East Fork | UT-ASF-100340 | 5 |
| II | WF | East Fork | UT-ASF-100340 | 7 |
| III | WF | Range | UT-NWS-00108 | 3 |



COVID-19

2020 will forever go down as the season (hopefully the one and only) of COVID. The crew faced a lot of adversity going into, during, and finishing up the season due to the pandemic. Outlined below are a few examples of challenging situations that became the norm. Firstly, overhead were not allowed to come in and prepare for the season. COVID stay-home orders shorted the typical 160 hours allocated to plan and prepare for the season to just 40 hours. This led to the constant game of “catch-up” that overhead members had to play in order to create an atmosphere of readiness during pre-season training.

All recurrent training (Wildland Fire Safety Training Annual Refresher or RT-130 items) that could be conducted at home were done so by the individual crewmember, at home, on their own pace before day one of critical training. Critical training provides an obviously important role of refreshers and training, however, its most important function is team building and cohesion which is paramount in wildland fire.



The manner in which the crew procured food while assigned changed a lot from seasons past. Typically, we will visit a restaurant as a crew or squad and dine in. With LPCC doctrine prohibiting this, we elected to carry out. Some restaurants had hidden “service fees” for takeout options making coming in under budget more difficult. Also, ordering for a group of people over the phone/app led to many mishaps. And it’s hard to ignore the impact of eating a freshly

served meal in an air conditioned building with the guys. Instead, we would typically eat our meals in the buggy of the parking lot of the restaurant.

Lastly, the day-to-day worry of contracting the disease was stressful. In our line of work, we are exposed to a large number of people from around the country. Mitigation measures were good internally among the crew and externally by most incidents, but the constant threat of getting sick, being out of work, and subsequently sending the whole crew into quarantine was always there. Ultimately, Lone Peak survived the season with two scares (two negative tests) and zero confirmed cases of COVID-19. We adapted well to the situation and it did not affect our production or our ability to get the job done. At worse it was a hindrance, at best we were so isolated by the nature of our job we forgot it was a thing until we got home.

2020 Seasonal Data Summary

| # | QUESTIONS | RESPONSE |
|-------------------------------|--|-----------------------------------|
| Availability | | |
| 1 | Total days crew was assembled? | 178 |
| 1a | Start Date | 5/4/2020 |
| 1b | End Date | 10/29/2020 |
| 2 | Total number of days assigned to incident? (includes travel) | 139 |
| 2a | How many days in official travel status? | 5 |
| 2b | How many 14 day tours were completed during total number of days assigned? | 7 |
| 2c | How many assignments extensions? | 0 |
| 2d | Number of days on project while assigned to incident? | 4 |
| 2e | Number of days on project work while not assigned? | 7 |
| 3 | Total number of days off? | 21 |
| 3a | Days off, in pay status? | 10 |
| 3b | Days off, in non-pay status? | 11 |
| 5 | Number of days as Type 2IA | 95 |
| Training | | |
| 6 | Number of days in training? | 4 |
| 8 | Number of instructor hours dedicated to non-crew training courses? | 7 |
| 9 | Number of task books initiated? | 7 |
| 10 | Number of task books completed? | 9 |
| Transportation | | |
| 11 | Total miles driven? (Total of all vehicles) | 64,815 |
| 12 | How many vehicles did the crew have? | 5 |
| 13 | Number of vehicle accidents? (vehicle down for repair due to accident). | 0 |
| 14 | Number of days vehicle down for failure or repairs? (non-accident, total all vehicles) | 3 |
| 15 | How many times did the crew fly? (count each leg as a flight) | 0 |
| Personnel | | |
| 16 | Total Number of funded personnel on crew? | 23 |
| 17 | On average, how many personnel did you have on incident? | 20 |
| 18 | Total number of career appointments? (excluding apprentices) | 6 |
| 20 | Number of career position that were vacant? | 2 |
| Accidents and Injuries | | |
| 22 | Number of non-injury incidents? (bee stings, poison oak, etc.) | 1 |
| 23 | Number of injury accidents? | 5 |
| 23a | No time lost | 1 |
| 23b | Time lost | 4 |
| Projects | | |
| 24 | Total fuels treatment acres? (while assigned and unassigned) | 5 |
| 24a | Mechanical (includes Rx prep work) | 5 |
| 24b | Burned | 0 |
| Incident Support | | |
| 25 | Number of shifts crew leadership fulfilled incident leadership position? | 56 |
| 25a | Number of shifts crew personnel filled other ICS position while assigned? | 11 |
| 25b | ICS Position(s) filled? (ex: ICT5, HEQB, etc.) | TFLD, ICT4, ICT5 HEQB, FIRB |



Crew Roster

