

# 2025 END OF SEASON REPORT



## LONE PEAK INTERAGENCY HOTSHOT CREW

State of Utah

Department of Natural Resources

Division of Forestry, Fire & State Lands





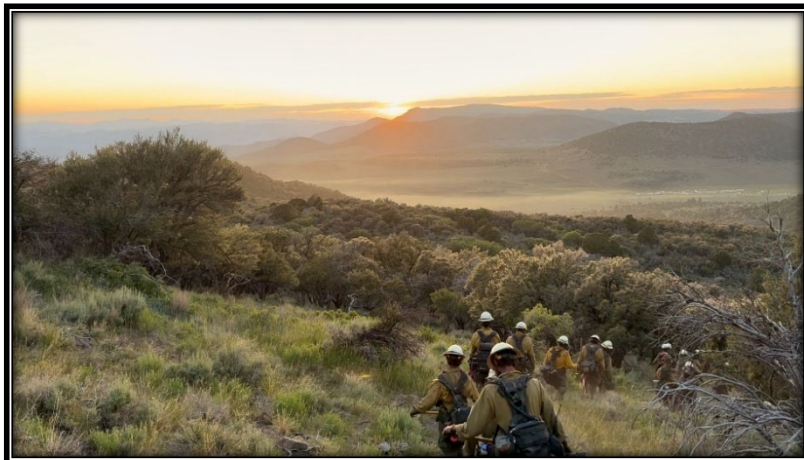
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## **2025 Season Summary**

Lone Peak Interagency Hotshot Crew (LPIHC) assembled for the 2025 fire season on April 17th, 2025, and immediately began their rigorous 80-hour "critical training" period. An additional day was dedicated to administrative requirements mandated by the State of Utah. By May 2nd, the crew was officially listed as Nationally Available for incident response. Following one full week of project work, the season officially commenced on May 12th when LPIHC received its first resource order to the Camp House Fire outside of Two Harbors, Minnesota. Over the next five months, the crew remained highly active culminating in: 176 days assembled, 117 days committed to incident, and a total of 1,203 hours of overtime.



### **Leadership and Organizational Focus**

The 2025 season marked a deliberate shift in the Lone Peak structure to a 1-1-2-2 organizational model, consisting of one Superintendent, one Captain, two Squad Leaders, and two Lead Crewmembers. Christian Berninger continued as Superintendent, with Matt Jarvis returning as Captain. The second Captain position became vacant when Justin Roach accepted a position as the Wasatch Area Manager over the winter. To strategically reinforce the crew's core, a decision was made before the season began to leave the second Captain position unfilled. This allowed the program to focus on bolstering qualifications within the mid-level leadership while successfully maintaining Type 1 Crew status.

In the Squad Leader ranks, Kelly Norris returned for his second season as Bravo Squad Leader. The Alpha Squad Leader role, vacated in late 2024, was filled by Shayne Ward, who rejoined the crew. The only other change in crew overhead occurred when Senior Crewmember Eleanor Tansley departed to pursue a position with the Ronde Grande Rappelers. Daniel Randall was quickly offered and accepted the open position. Continuity was strong, as all other permanent positions were retained from the previous season: Alejandro Ocotlan and Jaycob Adams as Lead Crewmembers, and Jared Mahoney and Ken Woods as Senior Crewmembers.

### **Developmental Assignments**

Despite operating with one vacant Captain spot, the crew successfully integrated numerous training assignments and detail opportunities into the season's schedule, even accepting detailers from the Twin Peaks Initial Attack and Thunder Mountain Fuels programs. Shayne Ward spent two weeks working with Tooele County Fire Warden Dan Walton, successfully obtaining his ICT4 qualification by responding to Initial Attack incidents. Additionally, Jared Mahoney had



the opportunity to detail with Diamond Fork Helitack, gaining valuable experience working in and around helicopters while advancing his HECM task book.

## **Off-Season Operations and Readiness**

After the seasonal crewmembers are laid off for the winter, the permanent staff immediately shifts focus to the intensive preparations required for the upcoming fire season. These critical duties ensure the crew's readiness and include cleaning, repairing, and replacing gear, ordering new equipment, performing vehicle maintenance, executing the hiring process for new crewmembers, and handling various administrative and management tasks essential to running an IHC.

### **Interagency Support and Prescribed Fire**

When opportunities arise, Lone Peak IHC consistently assists local interagency partners with prescribed fire operations, including pile and broadcast burns. Throughout the winter, the program deployed several permanent staff members to support these essential prescribed fire projects.

Permanent and seasonal employees also frequently fill specialized fire roles across the country during the off-season. Lead Crewmember Alejandro Ocotlan and Captain Matt Jarvis began their



2025 fire season early, assuming roles on State of Utah Engine 491 in Southern California for the Hughes Fire, followed by a pre-position assignment. Later in March, Matt served as a Task Force Leader for five engines from the Southwest Area, deploying to Texas for a severity assignment. This assignment yielded several fires around the Amarillo area and proved to be an excellent opportunity to expand relationships between the State of Utah program and the Texas A&M Forest Service.

### **Prescribed Fire Program Adjustments**

While Lone Peak typically has crewmembers fill positions on dedicated winter burn crews, no crewmembers obtained roles this off-season. Additionally, for the past several years, members of the permanent staff participated in prescribed fire training with The Nature Conservancy in South Carolina. However, funding for that training was not available to the program this year, which regrettably resulted in the cancellation of this annual training.



## **Project Work**

Lone Peak IHC completed just over one week of project work this year during its period of availability, highlighting the busy nature of the 2025 fire season and the little downtime that was afforded to them. Within that short week, the crew was able to perform two cut and chip projects and one pile burn. This limited project time directly reflected the constant demand for the crew's incident response throughout the season.

## **Safety and Operational Health**

Lone Peak concluded the 2025 season with an excellent safety record, reporting only one injury of note; all other injuries were minor and expected given the demands of the wildland fire environment.

The single serious injury involved a case of rhabdomyolysis, suffered by a crewmember while hiking in difficult terrain. Fortunately, the symptoms were identified promptly, and the crewmember was able to self-extricate from the fire line. The crewmember was hospitalized for three days and, unfortunately, did not return for the final tour of the season. Other minor medical incidents addressed included multiple instances of bee and wasp stings, as well as one poison ivy reaction that required minor attention at a medical facility. All other minor injuries were successfully managed internally by the crew or by medical personnel assigned to the respective incident.

## **Vehicle Fleet and Operational Reliability**

The Lone Peak vehicle fleet accrued a combined 71,736 miles across five vehicles. This mileage figure is consistent with a fire season that spanned seven 14-day tours across the nation.

Crucially, the crew obtained a new Superintendent's Truck prior to the season while retaining the old Superintendent's Truck, known as "Delta." This decision proved vital in maintaining the crew's ability to operate as a high-reliability organization. The spare vehicle was used to support personnel filling Incident Command System positions outside the crew on incident.

In one decisive instance, the extra vehicle allowed the crew to continue travel to an incident when a primary crew carrier experienced a breakdown in a remote area. The crew successfully arrived on scene in a timely manner to conduct an extremely complex, defensive firing operation around a threatened community, successfully saving numerous homes. Without the immediate availability of this extra vehicle, the crew's arrival would have been critically delayed, and a greater loss of homes would have been certain.



## Critical Training Overview

| TRAINING TOPIC                              | DATE           | HOURS     |
|---|----------------|-----------|
| Intro/Expectations                          | 4/17           | 0.5       |
| Workcenter Welcome/Orientation              | 4/17           | 0.5       |
| Vehicle Orientation                         | 4/17           | 1         |
| Tool Order                                  | 4/21           | 0.5       |
| Annual Training                             | 4/21           | 4         |
| SOP's                                       | 4/17           | 1.5       |
| Pack Test                                   | 4/17           | 1         |
| Safecom and Safenet/Blood Borne Path.       | 4/21           | 1         |
| RT-130                                      | 4/21           | 4         |
| CPR/1st aid/Stop the Bleed                  | 4/22           |           |
| RT-212                                      | 4/22           | 2         |
| Medical Emergency Training/ 1st Aid Refresh | 4/22           | 1         |
| Physical Fitness Test                       | 4/23           | 1.5       |
| Project Expectations/Traffic Safety         | 4/23           | 1         |
| Equipment Education Stations                | 4/23           | 2         |
| Hazmat Awareness                            | 4/23           | 0.5       |
| Leadership Book Discussion                  | 4/23           | 0.5       |
| Lessons Learned/ Case Study                 | 4/24           | 1         |
| SIHCO                                       | 4/24           | 0.5       |
| Field Exercises                             | 4/28 -<br>4/29 | 23        |
| Helispot Construction                       | 4/29           | 1         |
| Refurb Standards                            | 4/30           | 4         |
| Modular Breakouts                           | Daily          | 4         |
| Briefings/Debriefs (AAR's)                  | Daily          | 5         |
| Job Hazards Analysis/ 6 Min. for Safety     | Daily          | 2         |
| Physical Training                           | Daily          | 13        |
| Base Review                                 | 5/1            | 4         |
| <b>Total Training Hours</b>                 |                | <b>80</b> |



## Incident History

| Management Level | Risk Type | Incident Name    | Incident Number | Number of Shifts |
|------------------|-----------|------------------|-----------------|------------------|
| CIMT             | WF        | Camp House       | MN-2QS-001729   | 13               |
| CIMT             | WF        | Jenkins Creek    | MN-SUF-001789   | 1                |
| III              | WF        | Sterling         | UT-ASF-100094   | 3                |
| III              | WF        | Burnt Canyon     | NV-ELD-040126   | 8                |
| CIMT             | WF        | Forsyth          | UT-DIF-000237   | 3                |
| CIMT             | WF        | Pomas            | WA-OWF-000242   | 14               |
| CIMT             | WF        | Deer Creek       | UT-SES-005185   | 3                |
| CIMT             | WF        | Monroe Canyon    | UT-FIF-250223   | 11               |
| CIMT             | WF        | Beulah           | UT-UWF-200626   | 4                |
| III              | WF        | Willard Peak     | UT-BRS-200656   | 1                |
| V                | WF        | Center Creek     | UT-NES-200666   | 1                |
| CIMT             | WF        | Beulah           | UT-UWF-200626   | 2                |
| III              | WF        | Buckley Draw     | UT-UWF-200686   | 2                |
| CIMT             | WF        | Beulah           | UT-UWF-200626   | 4                |
| CIMT             | WF        | Willow Creek     | WY-BTF-002534   | 14               |
| CIMT             | WF        | Lynx Mountain    | WA-COA-250166   | 11               |
| CIMT             | WF        | Lower Sugar Loaf | WA-OWF-000797   | 3                |



## 2025 LONE PEAK HOTSHOTS SEASONAL STATS

| #                             | QUESTIONS  | RESPONSE                  |
|-------------------------------|--|---------------------------|
| <b>Availability</b>           |  |                           |
| 1                             | Total days crew was assembled?   | 176                       |
| 1a                            | Start Date:  | 4/17/2025                 |
| 1b                            | End Date:  | 10/9/2025                 |
| 2                             | Total number of days assigned to incident? (includes travel)                                 | 117                       |
| 2a                            | How many days in official travel status?   | 16                        |
| 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?  | 0                         |
| 2e                            | Number of days on project work while not assigned?   | 4                         |
| 3                             | Total number of days off?  | 15                        |
| 3a                            | Days off, in pay status?   | 11                        |
| 3b                            | Days off, in non-pay status?   | 4                         |
| 4                             | Number of days in station or otherwise and not accounted for above.                          | 3                         |
| 5                             | Number of days as Type 2IA   | 0                         |
| <b>Training</b>               |  |                           |
| 6                             | Number of days in training?  | 8                         |
| 7                             | Number of days on non-fire mandatory training?   | 1                         |
| 8                             | Number of instructor hours dedicated to non-crew training courses?                           | 48                        |
| 9                             | Number of task books initiated?  | 14                        |
| 10                            | Number of task books completed?  | 14                        |
| <b>Transportation</b>         |  |                           |
| 11                            | Total miles driven? (Total of all vehicles)  | 71,736                    |
| 12                            | How many vehicles did the crew have?   | 5                         |
| 13                            | Number of vehicle accidents? (vehicle down for repair due to accident).                      | 1                         |
| 13a                           | Accidents involving injury to personnel?   | 0                         |
| 13b                           | Accidents at fault of government driver?   | 0                         |
| 14                            | Number of days vehicle down for failure or repairs? (non-accident, total all vehicles)       | 10                        |
| 15                            | How many times did the crew fly? (count each leg as a flight)                                | 0                         |
| 15a                           | Commercial   | 0                         |
| 15b                           | Charter  | 0                         |
| <b>Personnel</b>              |  |                           |
| 16                            | Total Number of funded personnel on crew?  | 24                        |
| 17                            | On average, how many personnel did you have on incident?                                     | 22                        |
| 18                            | Total number of career appointments? (excluding apprentices)                                 | 9                         |
| 19                            | Number of apprentices on crew?   | 0                         |
| 20                            | Number of career position that were vacant?  | 1                         |
| 21                            | Number of career employees on the crew that are eligible for retirement in the next 5 years? | 0                         |
| <b>Accidents and Injuries</b> |  |                           |
| 22                            | Number of non-injury incidents? (bee stings, poison oak, etc.)                               | 15                        |
| 23                            | Number of injury accidents?  | 3                         |
| 23a                           | No time lost   | 2                         |
| 23b                           | Time lost  | 1                         |
| <b>Projects</b>               |  |                           |
| 24                            | Total fuels treatment acres? (while assigned and unassigned)                                 | 110                       |
| 24a                           | Mechanical (includes Rx prep work)   | 10                        |
| 24b                           | Burned   | 100                       |
| <b>Incident Support</b>       |  |                           |
| 25                            | Number of shifts crew leadership fulfilled incident leadership position?                     | 19                        |
| 25a                           | Number of shifts crew personnel filled other ICS position while assigned?                    | 32                        |
| 25b                           | ICS Position(s) filled? (ex: ICT5, HEQB, etc.)   | TFLD, ICT4, ICT5,<br>HEQB |



