

**State of Utah, Department of Natural Resources- Division of Forestry, Fire, and State Lands**



**Lone Peak Interagency Hotshot Crew**





Picture 1 (Smoke column during initial attack of the Peak 2 fire, White River National Forest)

## **TABLE OF CONTENTS**

<u>Season Summary</u>	<u>3</u>
<u>Personnel</u>	<u>4</u>
<u>Training Summary</u>	<u>5</u>
<u>Fire Assignments</u>	<u>6</u>
<u>Incident History</u>	<u>7</u>
<u>Project Work</u>	<u>8</u>
<u>Safety</u>	<u>9</u>
<u>Season Data Summary</u>	<u>10</u>
<u>Crew Roster</u>	<u>11</u>

## **2017 Season Summary**

The 2017 field season consisted of many new opportunities, as well as much of the same that is experienced year to year. The season brought many opportunities for both the crew as a whole, and for individuals to step into new roles and expand their abilities and knowledge. This growth added to the overall operational capacity and quality of the crew.

The most notable change to the crew was a shift in overhead structure from the one Superintendent, one Assistant Superintendent and three Squad Leaders to one Superintendent, two Captains and two Squad Leaders. A shift to the 1-2-2 format had been discussed for a few years and the 2017 field season presented an opportunity to make the shift in a trial capacity. The new format increased the operational effectiveness of the crew by providing more experienced supervision at critical places within the chain of command, increased efficiency in the completion of logistical and administrative duties, and provided a new outlet to combat a bottleneck in experience at certain positions within the crew. A permanent shift to the 1-2-2 format is anticipated in 2018.

The crew set several goals prior to the start of the season that were aimed at generating a greater experience depth at all levels, increasing crew work output and skill capacity, and to focus on providing receiving units with a reliable resource that is self sufficient. The crew made great efforts to meet the pre-season goals and expectations with the desire to ensure the longevity and quality of the Lone Peak IHC program. The crew made great strides towards fully accomplishing these goals, and the crew leadership looks forward to the 2018 field season where more opportunities will be available to continue work towards fully accomplishing these goals.

The season brought many challenges to individuals within the crew and to the crew as a whole. These challenges provided a great deal of learning opportunities for all, and resulted in the crew developing strong cohesion, and increased the overall capabilities of the crew. Other notable actions of the 2017 fire season are highlighted in the remainder of this report.



Picture 2 (Early morning fire activity on the Draw fire, Carson City District BLM)

## **Personnel**

Multiple personnel from the crew accepted a variety of different permanent positions within the agency and with our federal partners. Ryan LaFontaine, formally the assistant Superintendent, accepted the Northeast Area Fire Management Officer position for the State of Utah. This allowed Greg Struiksma to move into the newly developed Captain position, with Kadell Deason detailing into the other Captain position. This shift allowed several individuals to step into Career Mobility details at the Squad Leader and Lead Crewmember positions.

Other movement consisted of crewmembers taking positions with the BLM and Forest Service in a variety of roles from Smokejumpers to Engine Operators. This movement opened up a total of nine crewmember positions which were filled with strong individuals all of whom were successful during the field season. These nine new individuals had a wide range of previous experience which brought many different skills to the crew. While the leadership faced several challenges in filling nine open positions, the crew is still committed to career advancement for all crewmembers and is proud of the seasonal staff that attained permanent positions outside of the crew.

## **Pre-Season Assignments**

Prior to the start, four of the overhead took several assignments to states in the Southeast part of the country as that area experience a record setting fall and winter fire load.

Terry Michaelis and Kadell Deason Completed Engine Boss Trainee assignments while supporting the staffing of federal engines in North Carolina. This time was spent supporting large fire operations and prescribed fire implementation.

Darren O'Loughlin and Greg Struiksma went to South Carolina where they supported The Nature Conservancy and the Francis Marion National Forest in implementing prescribed fire projects.

These were very successful and beneficial assignments as all individuals were exposed to new operational procedures, and had the opportunity build new professional relationships.

These new relationships will provide more opportunities to crew staff in the future.



Picture 3 (Black lining an Rx Unit, Croatan National Forest)

## **Training**

Annual training began April 17<sup>th</sup>. This training focused on all crew operations from completing preventative maintenance checks on vehicles to engaging spot fires. The emphasis of this year’s training was that all individuals understand the basics of crew operations and firefighting tactics. “Sticking to the basics” has been the crew philosophy for some time, and focusing on it during this two week training period helped the crew set an effective tone for the rest of the season. While some of this training is formal in its delivery, a great deal of informal training also occurs as cohesion builds and individuals begin to show interest in different areas of the job. This training ensured the crew was mentally and physically prepared for the assignments and outputs expected of an IHC. After successfully passing an annual base review, the crew went available nationally on April 27<sup>th</sup>.



Picture 4 (Crewmembers practice land navigation skills during annual training.)

### **Critical Training Overview**

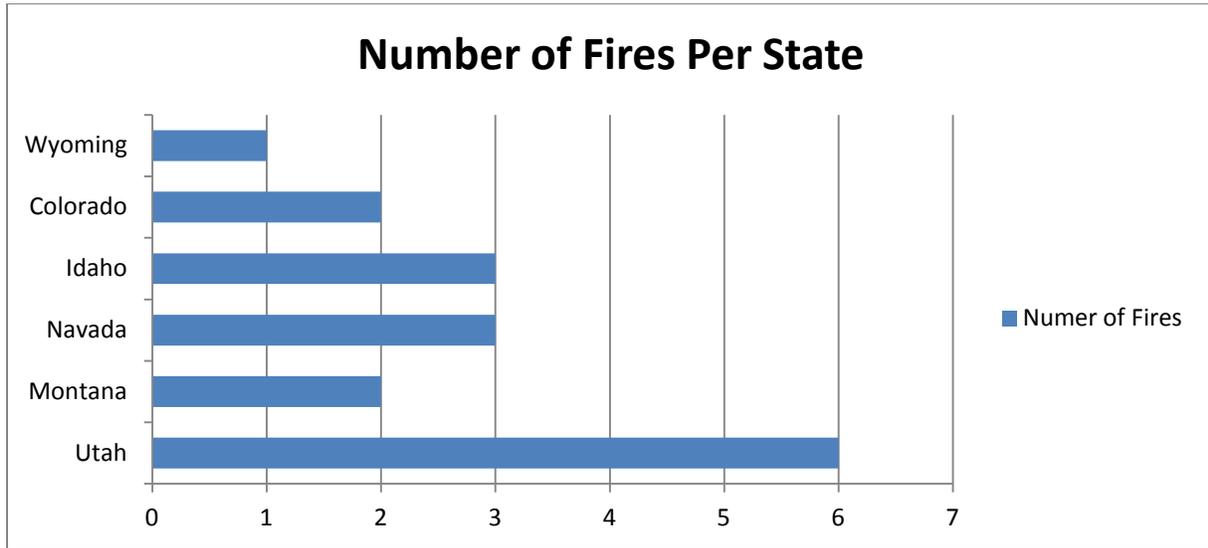
TRAINING TOPIC	DATE	HOURS
Introductions/Orientation/Expectations	17-Apr	1.5
Standard Operating Procedures/SIHCO	17-Apr	2.5
Predictive Services	18-Apr	1
RT-130 Annual Fire line Refresher	18-Apr	6
Standards For Survival	18-Apr	0.5
Pack Test	18-Apr	1
PT Test	19-Apr	1
First Aid/CPR/AED	19-Apr	5
Individual Development Plans	19-Apr	2
Human Resources Training	19-Apr	1
Vehicle Orientation and Operation	19-Apr	1
RT-212 Chainsaw Refresher	20-Apr	4
Incident Within An Incident Response	20-Apr	2
Blood Born Pathogens	20-Apr	0.5

TRAINING TOPIC	DATE	HOURS
Hazmat Awareness/MSDS	20-Apr	0.5
Chipper Operation and Safety	24-Apr	1
Case Study/FLA Review	24-Apr	2.5
Aviation Procedures	24-Apr	2
SAFECOM/SAFENET/NEAR MISS Reporting	24-Apr	0.5
Field Exercises	25-Apr	14
Equipment Refurbishment Standards	26-Apr	3
Firing Operations	26-Apr	1.5
Leadership in Literature Discussion	26-Apr	1
Water Handling and Use	26-Apr	1.5
Physical Training	Daily	15
Job Hazard Analysis	Daily	3
Briefings/After Action Reviews	Daily	3
Six Minutes For Safety	Daily	1
Crew Cohesion Exercises	Daily	1.5

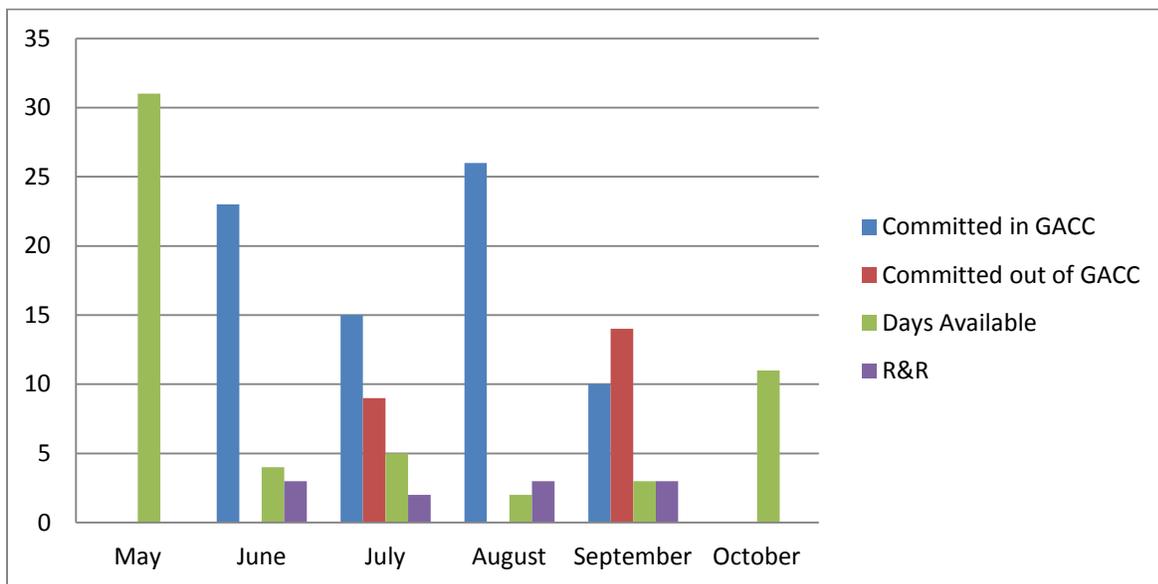
The crew took advantage of lulls in the fire season to facilitate several NWCG training courses for crew personnel. These courses included S-230, S-231, I-200, S-131, and S-212. This not only helped further knowledge and career advancement for crew staff, but it also helped the crew

leadership refine their instructor skills. The crew also aggressively pursued field training assignments for several qualifications including Crew Boss, Firing Boss, Fire Fighter Type I, and Faller 1. In all, nine Position Task Books were issued during the 2017 field season, and ten task books were completed and certified.

## **Fire Assignments**



The crew was assembled for a total of 186 days, 98 of which were assigned to incidents throughout the west. The 5 year average for Lone Peak is 190 days assembled, with 110 days assigned to incidents. A total of three 14 day assignments were completed, with the majority of days on incidents spent bouncing around the deserts of Utah, Nevada, and Idaho. Different individuals from the crew also completed 36 shifts in overhead positions supporting incidents both as qualified and trainees.



## **Incident History**

Mgmt. Level (e.g. I, II, III, IV, or IA)	Date	Incident Name	Incident Number	Fire Size Class
III	6/04-08	Causeway	UT-MLF-007075	C
III	6/09-11	Maeser Highway	UT-NES-1000065	E
	6/13-14	CDC Prepo/Support	UT-CDC-000123	
III	6/16-19	Choke Cherry	UT-FIF-017137	E
IV	6/20-22	Cherry Creek	UT-RID-017160	F
IV	6/23-24	Lincoln Beach	UT-NWS-000321	F
	6/26-27	UT NUC Prepo/Support	UT-NUC-000003	
III	7/03-04	Grand Hogback	CO-GFX-000227	D
I	7/05-09	Peak 2	CO-WRF-00236	C
II	7/11-16	Draw	NV-CCD-030349	G
II	7/25-29	Preacher	NV-CCD-030411	F
III	8/2-5	Delano	NV-EKD-010319	G
II	8/6-09	Powerline	ID-FHA-000158	G
II	8/10-15	Pole Creek	WY-BTF-001706	F
II	8/22	Pole Creek	WY-BTF-001706	G
III	8/24-25	Diamond A	ID-TFD-000351	G
II	8/26-9/5	Tank Hollow	UT-UWF-000791	G
I	9/11-16	Rice Ridge	MT-LNF-001464	G
II	9/17-21	Highway 200 Cmplx	MT-LNF-001811	G
III	9/28-29	Advent Gulch	ID-PAF-000309	E
RXB3	10/5	Bear Lake WUI Rx	UT-UWF-001111	C

## **Project Work**

As with past seasons, the crew invested the time when not assigned to an incident to completing fuels reduction work on private, state, and federal lands within Utah. This project work included cutting and chipping, cutting and piling material to be burned in the future, and preparing hand line within prescribed fire units. Early season project work is a great way for the crew to work on its operational fitness capacity, as well as get crew members time training on chainsaw operations.

This year the crew completed 30 days of project work while not assigned to a wildland fire incident. During the month of May, the crew spent a great amount of time completing a shaded fuel break near Castle Valley, Utah. This project consisted of about 15 acres that were thinned and piled to be burned at a later date. This particular project was very rewarding as the crew was able to see it from the start to its completion.

The crew was also used heavily on a Supplemental Project Agreement with Uinta-Wasatch-Cache National Forest. The majority of work completed on this agreement consisted of prepping prescribed fire units by removing hazard trees along control lines and putting in hand line on several project units on the North and East Zones of the forest. This agreement and positive relationships with the Forest Service will hopefully be a stepping stone to continue similar work with our federal partners in the future.



Picture 5 (Tactical firing operations on the Tank Hallow fire, Uinta-Wasatch-Cache National Forest)

## **Safety (Personnel and Vehicles)**

The crew had a ten year low in the number of reportable injuries with only five. The most severe injury was a Heat Related Illness (HRI) that resulted in a precautionary medivac while assigned to the Draw Fire in western Nevada. This injury resulted in four days of lost time as the individual was transported to the home unit to ensure proper recuperation could take place. Other injuries included a minor burn on the wrist, bee stings, and allergic reactions to poison ivy. The crew was involved in zero vehicle accidents during the 2017 field season, despite driving more than 73,000 miles between five vehicles.

The crew also experienced two chainsaw fuel geysers resulting in no injuries. Both “geysers” happened during the same shift, within two hours of one another, and occurred with the same saw but different operators. The climatic conditions that were experienced during the geysers were mild with air temperatures in the low 80’s. It was determined that the radiant heat from the fire was the driving factor in causing the saw to geyser. These incidents have brought on a change to crew SOP’s in regards to fueling chainsaws, and should reduce the risk of injury during daily operations.

The crew was able to take advantage of some of the modernization of safety reporting within the agency. Over the course of the 2017 field season, several “near miss” reports were submitted through the newly developed reporting system that has been developed for the agency. These near miss reports included topics from snag concerns to safety issues found in the crew carriers. This reporting system has shown to be a great way for the crew to capture safety concerns when the crew is in the field.



Picture 6 (2017 Lone Peak Hotshots)

## Seasonal Data Summary

QUESTIONS		RESPONSE
<b>AVAILABILITY</b>		
1	Total days crew was assembled?	186
1a	Start Date	04/17
1b	End Date	10/19
2	Total number of days assigned to incidents? <i>(Includes travel)</i>	98
2a	How many days were in official travel status?	13
2b	How many 14 day assignments were completed during total number of days assigned?	3
2bb	<b>How many assignment extensions?</b>	1
2c	Number of days on project work while assigned? <i>(list specific type: e.g.. Trails, fuels etc.)</i>	4
2d	Number of days on project work while not assigned?	30
3	Total number of days off?	58
3a	Days off in pay status?	7
3b	Days off in non- pay status?	44
3c	Number of days in station or otherwise and not accounted for above?	7
4	Number of days as a Type 2IA	0
<b>TRAINING</b>		
5	Number of days in training?	12
6	Number of days of non fire mandatory training?	1
7	<b>Number of instructor hours dedicated to non-crew training courses?</b>	48
8a	<b>Number of task books initiated?</b>	9
8b	<b>Number of task books completed?</b>	10
<b>TRANSPORTATION</b>		
9	Total miles driven? <i>(Total of all vehicles)</i>	73,594
10	How many vehicles do you have?	5
11	Number of vehicle accidents? <i>(Vehicle down for repair due to accident)</i>	0
12a	Number of injury vehicle accidents?	0
12b	Vehicle accidents above where fault was Government Driver?	0
13	Number of days vehicle down for failure or repairs? <i>(Non-accident, total all vehicles)</i>	0
14	How many times did your crew fly? <i>(Count each leg as a flight)</i>	0
15a	Commercial	0
15b	Charter	0
<b>PERSONNEL</b>		
16	Total number of funded personnel on crew?	23
17	On average how many personnel did you have on incidents?	21
18	Total number of career appointments? <i>(excluding apprentices)</i>	7
19	Number of apprentices on crew?	0
20	Number of career positions that were vacant?	2
21	Number of career employee's on the crews that are eligible for retirement in the next 5 years?	0
<b>ACCIDENTS AND INJURIES</b>		
22	<b>Number of non-injury incidents? (bee stings, poison oak, etc)</b>	5
23	<b>Number of injury accidents?</b>	3
24	<b>Number of injury accidents that required medical attention? (no lost time)</b>	3
25	<b>Number of injury accidents that required medical attention? (lost time)</b>	1
<b>PROJECTS</b>		
26	Total Fuels Treatment Acres? <i>(while assigned and unassigned)</i>	3,000 Acres
27a	Mechanical? <i>(which includes RX prep work)</i>	2,995 Acres
27b	Burned?	5 Acres
<b>Incident Support</b>		
28	Number of shifts crew personnel filled other ICS positions while assigned?	36
28a	ICS Position(s) filled? ie; HEQB, FELB, etc	TFLD, HEQB
28b	Number of days crew leadership fulfilled incident leadership positions	36

# Crew Roster

