

Operational Burn Plan for Initial Attack crews.

Fire number: 1263 I/C: ~~Ed Berkman~~ Date: Aug. 7th/09 Time: 22:30
 Burn Boss: Dan Lenord Ignition Boss: Dan Lenord Safety Officer: Paul Dutton

Objectives: Limit the spread of fire, to protect the community of Seton Portage, Shalaith, and B.C. Hydro electric dam.

Tactics: Use helitorch to burn off slope (fuels) above community back down to established fire guards (supported with drip torches) use fixed wing with retardant and backing bucketing helicopters with foam and water to support close dozer lines. Protect closest structures with sprinklers and support with unit crews.

Land Status: Private, federal, crown Map of fire. Include area to be burned, ignition pattern, and wind direction, values at risk, trigger points and location of resources on site.

Values at risk: Community of Seton Portage

Fuel Type: Lodge Pole Pine
 Northwest

Wind: Dir. Speed > 10 km/h

Fire Behaviour: Rank 3-4

Slope: 60%

Aspect: North facing

Elevation: 1700 meters

Valley Orientation: SW to NE

Duff Depth: 2-3 cm

Comm's to F.C.: Y/N

Smoke Issues: Y/N

L.A.C.E.S.: Y/N

Media/Info: Y/N

Safety Briefing: Y/N

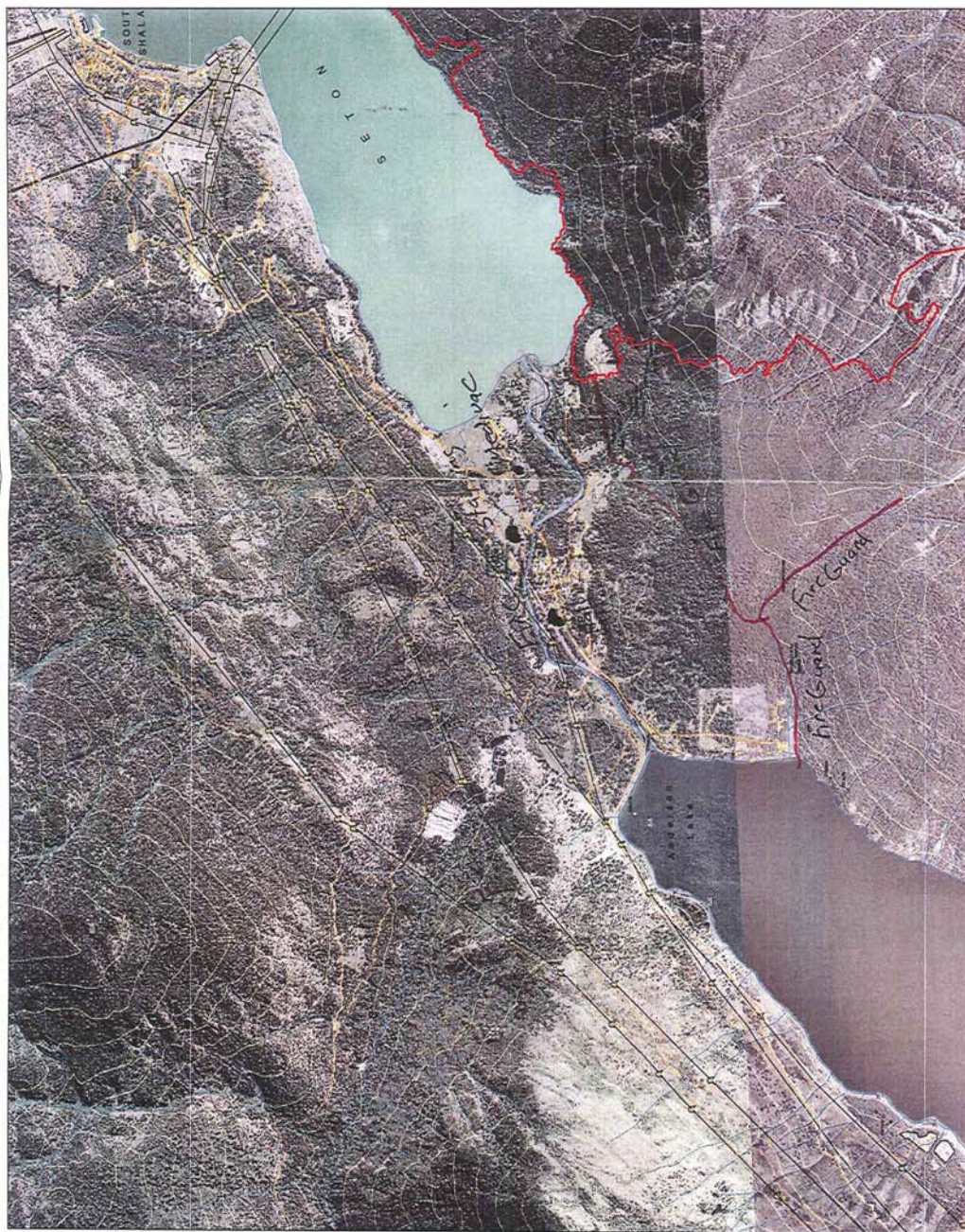
Fire Analysis: Y/N

Trigger Points:

- 1) Fire starts to encroach on fire guards
- 2) Down slope winds threatens community (Half way down from ridge to community)

BRD OPS CHIEF

K71263 - Seton Portage
1082 ha



Legend

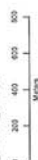


Question	Answer
1. Which of the following is not a type of cell?	Prokaryotic
2. Which of the following is not a type of tissue?	Epithelial
3. Which of the following is not a type of organ?	Heart
4. Which of the following is not a type of system?	Respiratory
5. Which of the following is not a type of organism?	Plant
6. Which of the following is not a type of community?	Forest
7. Which of the following is not a type of ecosystem?	Desert
8. Which of the following is not a type of biosphere?	Earth
9. Which of the following is not a type of universe?	Universe
10. Which of the following is not a type of multiverse?	Multiverse

Data Sources and Notes

Fire Pedimeter - Pedimeter AVMS 20090804
Base Data - LRDW
Private Land and Indian Reserve - LRDW
Agency 2004

Map Prepared by Ministry of Forests and Range
August 9, 2009
MapFile: K71263_IC_20090809_Arche.mxd
ProjFile: K71263_IC_20090809_Arche.prj



1:7,869

BRITISH
COLUMBIA



INCIDENT STATUS SUMMARY

NO.

1. DATE 09-08-09		TIME 19:00		2. Initial <input type="checkbox"/> Update <input checked="" type="checkbox"/> Final <input type="checkbox"/>		3. INCIDENT NAME Seton Portage				4. INCIDENT NO. K71263							
5. INCIDENT COMMANDER Dave Manol				6. JURISDICTION Ministry of Forests and Range				7. ZONE 7		8. TYPE INCIDENT 1							
9. LOCATION Seton Portage				10. STARTED DATE 09-08-02		STARTED TIME 15:45		11. CAUSE Suspect				12. AREA INVOLVED 1380 ha					
13. % CONTROLLED 0		14. EXPECTED CONTAINMENT DATE 09-09-05 TIME 12:00				15. ESTIMATED CONTROLLED DATE 09-09-25 TIME 12:00				16. DECLARED CONTROLLED DATE TIME							
17. CURRENT THREAT Seton Portage Community, BCTC infrastructure, timber						18. CONTROL PROBLEMS extremely steep, difficult terrain. Access for crews and equipment is difficult and limited.											
19. EST. LOSS		20. EST. SAVINGS		21. INJURIES 0		DEATHS 0		22. LINE BUILT 3 km		23. LINE TO BUILD 0 km							
24. CURRENT WEATHER WS 35 TEMP 27 WD S RH 34				25. PREDICTED WEATHER WS 15 TEMP 22 WD SE RH 30				26. COST TO DATE \$106,440.00 s.17									
28. AGENCIES																	
29. RESOURCES														TOTALS			
Kind of Resource		SR	ST	SR	ST	SR	ST	SR	ST	SR	ST	SR	ST	SR	ST	SR	ST
ENGINES																	
DOZERS	1															1	
EXCAVATORS	2															2	
SKIDDERS	1															1	
WATER TENDERS																	
OTHER																	
TOTAL EQUIPMENT	4															4	
PERSONNEL																	
CREWS Number of Crews	1		1		1		2		1		2					8	
Number of Crew Personnel	5		5		20		2		6		2					40	
HELICOPTERS	4															4	
RESCUE/MED.	2															2	
OVERHEAD PERSONNEL	2															2	
OTHER																	
TOTAL PERSONNEL	13		5		20		2		6		2					48	
30. COOPERATING AGENCIES Department of Fisheries																	
31. REMARKS Medium helicopters and airtankers were used to hold the fire in its current location today. Several spot fires occurred across the guard at end of the burning operation. These spot fires are currently threatening structural values across the river. Unit crews, structural protection units, and tenders are extinguishing spot fires. Bucket support will occur as soon as possible in the morning.																	
32. PREPARED BY Stephanie Haight				33. APPROVED BY Dave Manol				34. SENT TO KFC Plans									
								DATE 09-08-09		TIME 20:00		BY Stephanie Haight					

Copy of
Andrew Voight's
Notes.
UGS
Sentinel U.C.

staging. Bravo flew in to
pad 5 to live up area
top 4 pump. H, B, C hiked
fuel into bottom 4 pumps along
w a MKIII pump to bridge. No
burning yet today (17:00),
there is talk of 2-in
burning today - @ 1:00 am.

6241 => new playlist as of Aug 7th
20:00 END 20:00 21:00 22:00 23:00 24:00

03/09/07 (07:00) start w 09:30 staging @
K70751 safe zone 4 on west side. A & D
hiked into Pad 5, C & B staging
@ safe zone 4. Went for a
reel flight to 0.176 and
Sent A to assess possib. of
burn off from fuel free SE
towards Valve 18 along
new cat guard. Looks
feasible as long as we can
secure enough resources to plug
and wet-down line. 20:00 GVD
20-20:30 ppr. work.

03/10/07 (0430) start First responder -
K701263 Bravo on vehicle. First call I
Dan. Seto. Portage - last night's
burn off over-achieved, and we
got called in early to take
over for the burn crew. DTA
line and hose 100 ft. in
from Seton Lake to Andersen
Lake. Light prep all day,
temps hovering around 20°C, low
fire activity. 807 221-7732 Trent
20:30 END + 30 min ppr. work.

03/10/07 07:00 start - Drive to Seton
Lake. Golf 22 22:00 23:00 24:00

1030 Pic burn meeting

- meeting

Winds 6-10

1350 Weather 24° RH 45

Winds 2-5 SE

- FIRE ADVISORY RAIN 5
Possibility and no slope

1900 At Chris, Teo, the and
Fred head up to Charles I
mas Road

2130 Rest of crew up fire
Road to work escapes
Along East West Road.

2345 Pump and hose running
from West Side Anderson
LAKE

0300 BREAKFAST CONGRAT

Punches like around

2 ESCAPES

0600 LEAVE 1263 heading
for LILLOOET.

1800 meet AT FIRE Centre
Stand down for night

7:00 Aug 11, 07 Day 05

05:00 Breakfast

06:30 Start Time 10:00

Camp for 1263

08:15 AT Staging

09:15 Briefing objectives
for the day 100 Feet
VET Line

Weather 2 day outlook

SW winds 10-20

FNR-2011-00101-01 Today occasional

COPY OF
UNKNOWN
CREW NOTES

(Starts @ 1030)
Aug 9, 2009

COPY OF BRAD DIEHL'S
NOTES (OPS CHIEF
OF SETON COMPLEX)

AUG. 9

09:00 WX BRIEFING

UNSTABLE - CHANCE OF
SHOWERS

T. 20'S RH. 25-35%

STRONG WINDS.

SW WINDS.

-TROUGH MOVE IN
CLOUD/SHOWERS OVERNIGHT.
POSSIBLY

TOMORROW

94

5 PM. TROUGH
STILL

COOLER WINDS 10-20
G 30.

1-3mm HIGHER LEVELS
FAIRLY DRY FRONT.
SE AHEAD SW BEHIND

TUESDAY WET DAY.

WED. DRY OUT.

THURSDAY.

MOIST UNSTABLE,
ISOLATED THUNDERSHOWERS.
30%.

LOW MID 20'S

WINDS LIGHTER. 95

10:20 ARRIVED @ SEATON
PORTAGE 1263

WX Conditions are good
for burn-off. Heaviness (3)
2 mediums on site
netting outside of fire
guards.

WX. on site matches
SPOT FORECAST.

SPURB 96
TERRY. DOL.
2 (5) PACKS

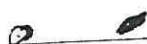
JOE -

11:30 CALLED J-E TURNER

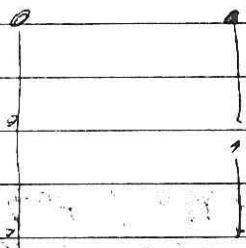
- Burn APPROVED
- STARTING Burn @ 11:30.
- AL CALLED Kamloops
Fire Centre To INFORM
WE WERE STARTING THE
Burn.

12:00 PAT HARVEY IS
TAKING NOTES EVERY
1/2 hr.

1263 HYDRO POLES
 1-2" 2 POLES
~~2 poles~~ ~~or~~ BESIDE
 EACH OTHER.



98



17:20 - Burnoff 1/2 COMPLETE
 WORKING INTO BIGGER
 TIMBER - STARTED HAND
 IGNITION ON EAST 30 MIN
 AGO

99

FIRE HALL
SEATON PORTAGE
259-8205
8394.

- 2 CREWS

10:10 - Ed Called with
an update. May
have lost 1 old cabin.

100

H71 ~~THE~~ GREG JESS
H72 LLOYD LAY.

4 WILDLAND ENGINE
1 BUS & TRUCK
11 FIRE FIGHTERS
SPU A.

① SPUA - SEATON LK

② SPIDER CREEK -
SEATON C1
FIRESTON 10
CROWD 3

101

3622 - BRAD BEAUPRE

(3) BULL RUN. Rd
SID W710

H72 Lloyd.

SKIDDER + PUMPS

RYOON
FIREBIRD AS, AB,

(4) MA'S ROAD. TO
PUMPKIN. & UP
SLOPE. (FIRE GUARD)

FIREBIRD 1

H71 GREG

G-387 (QUAD)

HOLE - ERIC SUSSINS.

102

DON LOEPKY
CORPORAL RCMP.

JEFF SAUL. 1

LEVEL 3 ATTENDANT.

1700 3622 + 3687

off the fire

1725 Cowboy 3 off
(BY BOAT)

W710 + (1) ←

FIRE STAMP (4)

SEATOR C1 (1)

B1 (3)

H72 (3)

103

0605 FIREBIRD AB

SPUA - (18)

STAYING in MOTEL, RESUME
FOOD, TOOTH BRUSHES, etc

0600. H71 off fire

WORKED FROM 0700
AUG 9 TO 0800 AUG 10
(09130)

HAD 8 rest + stock back
@ 1700.

Turner will need to
0800: RES day tanks
@ 0800 - 2230 (Aug 10)

08100 AUG 11: 0700
We are starting to
exchange fire with
the Aussies. They
now have 1183, 216 +
1185. We are responsible
for 11263, 951 + 814.

SEATOR PONTAGE

- LIST OF 5100
CERTIFIED VOLUNTEER
FIRE FIGHTERS.
- GOT LIST OF ALL
VOLUNTEERS (SEATOR
& SHALATH FIRST NATIONS)
SHALATH FOLKS ARE
LOOKING FOR NOMEX.
DORIS HOW MANY
YOU (ED) NEED.
- WE CAN BACK DATE
HOWS FOR CERTIFIED 5100
FIRE FIGHTERS.

106

SEATOR PONTAGE

- TAKE PICTURES OF LOSSES
- LOCATION, OWNER,
ADDRESS,
- INTERVIEWS FROM RISK
MANAGEMENT BRANCH
KATHLEEN WERSTUK
250-744-0085

Type 2 Crew -

REBUILDING THE DOME
as Type 1 except 1A.
& fast moving fires

107

951

- RECOVER 3 TYPE
1 UNIT CREWS

NOU + JKN

WIS Team Meeting

① VALHALLA (20)

- SEASON

② 20 - TOMORROW.

24 BC

36 ON 9-CREWS

2-20 TYPE 2¹⁰⁸

COMMUNICATIONS BEING
WORKED ON.

* MEDIC. MONITOR IN TRACK
1 Crew should monitor
RED IS BE CONTACTABLE

FIRE BEHAVIOR

10-20 km

COOLER TEMP. RIGHER

RT's

- Prepare for Crew
Brightings

- ~~Crews~~ Crews send back
Spare equipment

EMERGENCY RESPONSE

s.22

SPU

s.22

s.22

CONTINUED COMPLIANCE
SAFETY.

18:20 ¹¹⁰ ~~Raps~~ Meeting
- 2 days to open
up water. 1263.

814 - 60%

Contained

0% - Controlled -

1. LESSONS LEARNED.

2. REDUCING HOURS.

7:00-10:00

3PSK.

s.22

s.22

s.22

Lesson's Learned - OPS

Lessons learned for our team

- Use Flash 21 for helitorch operations. Petrogel does not compare and should not be used
- Keep Ignition group together with same pilots/aircraft, mixers, IGSP. Becomes more of a Strike team organization
- Attach a local resource person, preferably with a fire program background to assist in understanding local tactics, weather patterns, terrain and fire behaviour in local fuels
- Structure Protection Unit Teams need to be more involved in multi-agency ICS incidents including planning, operations and logistics. Should be included as Branch Director in Operations Section
- Safety plan for narrow switch back roads
- Ask for double gas lines when setting up sprinkler lines
- Metal tripods for sprinkler setup
- Use a fog nozzle as an option for values protection on structures
- Glow sticks for identifying escape routes, ignition lines, and personnel during dusk/night time ignition operations. Each should be different colour to avoid confusion at night
- Retardant Pits work well with Medium and Heavy helicopters
- Heavy helicopters very precise in applying both water and retardant in close proximity to ground crews as compared to Air Attack with Electra's
- Burning out along fire guards at night provides for less fire behaviour problems than daytime, look for opportunities to conduct night time burns
- Contracts must be set up ASAP with property owners when using private land for helipads, staging areas, helitorch sites, heavy equipment, boats, ATV's, etc.
- Structure Protection Unit Teams (Fire Commissioner) needs to be more involved in multi-agency ICS incidents including planning, operations and logistics. Should be assigned as Branch Director for structural protection, then Team is able to know what resources/capabilities are available from the SPU. Also needs to be trained in the Fire Program ICS structure.
- Econoflo hose and 1 inch hose not effective in high BUI conditions
- Obtain better local road maps and put up signage showing directions to fires
- Put level of certification of DTF's on IAP to better utilize them where needed

Lessons learned that we want to share with our host agency

- Use Flash 21 for helitorch operations. Petrogel does not compare and should not be used
- Have more up to date information on arrival briefing; skip basic fire behaviour information, more info on Type 1 (IA and Unit Crew) vs. Type 2 vs. Type 3 crew types and skills, fuels, weather patterns, etc. Briefing the incoming Ontario staff had at Merritt was not useful, briefer barely touched on much of the material.
- Keep Ignition group together with same pilots/aircraft, mixers, IGSP. Becomes more of a Strike team organization
- Econoflo hose and 1 inch hose not effective in high BUI conditions
- How does BC track equipment that is assigned to fires
- Structure Protection Unit Teams (Fire Commissioner) needs to be more involved in multi-agency ICS incidents including planning, operations and logistics. Should be assigned as Branch Director for structural protection, then able to know what resources are available from the SPU. Also needs to be trained in the Fire Program ICS structure.
- Attach a local person, preferably with a fire program background to assist in understanding local tactics, local resources, weather patterns, terrain and fire behaviour in local fuels
- Primary RED channel too busy when multiple complex fires are ongoing, aircraft signals too strong for handheld radios to break through to Fire Centre's for check in/out, critical communications, etc.
- Barrel nozzles effective in applying large amounts of water to suppress deep burning hotspots
- Should have safety plan for narrow switch back roads
- Should set up dispatch/radio operator for complex with multiple fires. This would reduce confusion, staff stress and reduce radio traffic going in and out of Kamloops Fire Centre. Should result in better and safer communications
- IMT should get a better briefing on DTA/DTF(certificate levels), Operational Safework Practices, equipment, slope guidelines as it relates to heavy equipment prior to dispatch to assignment
- Source trucks from outside province if in short supply within province
- Investigate the use of primer cord as an option for constructing 6 ft wide fire line. Primer cord can be placed in same amount of time as line constructed by 20 person crew. Primer cord can also be used to fall dangerous trees quickly
- Heavy equipment operators need to adhere to slope guidelines. Operators need to be knowledgeable enough to say NO when slopes are beyond safe operations
- Have CIFFC set up common helitack numbering system similar to what Ontario uses, reduces confusion when helicopters have similar sounding registration, easy differentiation between lights and mediums (Ontario groups lights and intermediates into light category). On one fire today, Aug 16, there are two helicopter with similar registration HHJ and JJH which could cause confusion for ground crews, radio operators and other helicopters
- Ask for and/or send hose packs when shipping out fire hose from Ontario
- Hot rod sprinklers are substandard for values protection
- Double gas lines should be standard item with sprinkler kits
- Need to provide more information about DTA/DTF(certificate levels)that are associated with Type 2 Crews

- Contracts must be set up ASAP with property owners when using private land for helipads, Retardant Pits, staging areas, helitorch sites, heavy equipment, boats, ATV's, etc.
- SPU was attached to Mt McLean fire and was involved in protecting Shalalth but Seton Portage fire was unaware that SPU was just opposite them on Seton Lake
- Construct dozer line 1 blade wide, have feller buncher following in behind to remove heavy standing fuels additional 2-3 blade width to minimize fire intensity directly adjacent to constructed dozer line
- Glow sticks for identifying escape routes, ignition lines, and personnel during dusk/night time ignition operations. Each should be different colour to avoid confusion at night

Lessons learned that we want to share with other Ontario IMT's

- Use Flash 21 for helitorch operations. Petrogel does not compare and should not be used
- Have more up to date information on arrival briefing; skip basic fire behaviour information, more info on Type 1 (IA and Unit Crew) vs. Type 2 vs. Type 3 crew types and skills, fuels, weather patterns, etc.
- Keep Ignition group together with same pilots/aircraft, mixers, IGSP. Becomes more of a Strike team organization
- All team members should have cell phones to ensure solid communications where cell service exists
- When planning for burn off's, plan how crews will be able to work behind DTA's on the next day
- All operations personnel should have SAT phones
- Safety plan for narrow switch back roads
- IMT should get a better briefing on DTA/DTF(certification levels), Operational Safework Practices, equipment, slope guidelines as it relates to heavy equipment prior to dispatch to assignment
- Heavy equipment operators need to adhere to slope guidelines. Operators need to be knowledgeable enough to say NO when slopes are beyond safe operations
- Ask for and or send hose packs when shipping out fire hose from Ontario
- Ask for double gas lines when setting up sprinkler lines
- Metal tripods for sprinkler setup
- Should have safety plan that deals with narrow switchback roads
- Primary RED channel too busy when multiple complex fires are ongoing, aircraft signals too strong for handheld radios to break through to Fire Centre's for check in/out, critical communications, etc.
- When assigned to a complex with 2 or more very active fires, should assign a Deputy Ops Chief to take some of the work load off Ops Chief. Primarily assigned to be the conduit between ops, plans and logistics for information transfer, equipment ordering, liaising with local resource managers, etc.
- Use a fog nozzle as an option for values protection on structures
- Glow sticks for identifying escape routes, ignition lines, and personnel during dusk/night time ignition operations. Each should be different colour to avoid confusion at night
- Retardant Pits work well with Medium and Heavy helicopters
- Heavy helicopters very precise in applying both water and retardant close to ground crews as compared to Air Attack with Electra's
- Order DTA/DTF's ASAP
- Burning out along fire guards at night provide less fire behaviour problems than daytime, look for opportunities to conduct night time burns
- Contracts must be set up ASAP with property owners when using private land for helipads, staging areas, helitorch sites, heavy equipment, boats, ATV's, etc.
- Econoflo and 1 inch hose not effective for high BUI conditions
- Obtain better local road maps and put up signage showing directions to fires
- Put level of certification of DTF's on IAP to better utilize them where needed
- When sun hits slope face, winds tend to go upslope as compared to other areas still shaded by ridge tops

Sentinel Crew Debrief August 16/09

What went well during your assignment?

- Ontario staff very friendly
- Briefings were complete and carried out every day
- P. Chandler very good Div Sup, very knowledgeable
- Camp well organized, facilities clean and plentiful
- Hours of work good, not too long
- All operations went fairly good, no real big glitches

What did not go well during your assignment?

- Feels that helicopter utilization was wasteful
- No guidance for helicopters on some locations
- Lunches not good, not very nutritional, size too small for type of work, quality of some sandwiches not very good
- Lots of lunches thrown out
- Did not like direction given i.e. go down steep slopes during search at helicopter incident

What would you improve?

- Have local fire person on the ground with crews to assist with fire behaviour, terrain, local knowledge regarding hazards



Joe Turner

Ops/Plans

Pages 20 through 768 redacted for the following reasons:

s.14