



Wildfire V10173, Burns Bog

Ministry of Forests, Lands and Natural Resource Operations
BC Wildfire Service
Coastal Fire Centre
July 3, 2016

Prepared by:

Type II Fire Origin and Cause Investigator, Michael SIDOW



WILDFIRE ORIGIN AND CAUSE REPORT

GENERAL FIRE INFORMATION													
Fire Date (YYYY-MM-DD) 2016-07-03			Incident Number V10173			Fire Centre / Fire Zone Coastal Fire Centre / Fraser Fire Zone							
Geographic Location Burns Bog													
Legal Description of Area of Ignition LOT "A" DISTRICT LOT 437 GROUP 2 NEW WESTMINSTER DISTRICT PLAN 22845 EXCEPT PLAN EPP1664													
Latitude [e.g.: 50 47.201] 49 08.002		Longitude[e.g.: 119 33.301] 123 00.413		Approx. Fire Ignition Time (24 hr) 1115 hours		Fire Report Time (24 hr) 1207 hours		Fire Attack Time (24 hr) 1740 hours					
I/C Responding 2P13 – Jordan STRUTHERS			Aspect / Elevation Flat / 5m		Date (YYYY-MM-DD) 2016-07-03		Time (24 hr) 1221 hours						
OWNER / OCCUPANT													
Tenure Holder / Owner/ Occupant CORUS RADIO COMPANY, INC.NO. A60011													
Name / Contact		Corus Entertainment Reception		Contact Office #		416-479-7000		Contact Cell # Not Applicable					
Address and e-mail		SUITE 1630 – 181 BAY STREET, TORONTO, ONTARIO, M5J 2T3											
ORIGIN AND CAUSE REPORT DETAILS													
O&C Report Completed name(s) Michael SIDOW		Fire Investigator Certification			Assigned Date (YYYY-MM-DD) 2016-07-04		Time (24 hr) 1417 hours		Field Work Completion Date (YYYY-MM-DD) 2016-07-06				
		Type I <input type="checkbox"/>		Type II <input checked="" type="checkbox"/>									
		Other Certification <input type="checkbox"/> Explain:											
REPRESENTATIVE WEATHER STATION													
Weather Station Name		UBC Research Weather Station				Weather Station Elevation / Aspect		162m / Unknown					
Precipitation (24 hr)		0.0		Temperature (C°)		14.5		Relative Humidity % 90		Wind Speed km/ph 2		Wind Direction (deg.) 240	
Fine Fuel Moisture Code		42.4		Duff Moisture Code		26		Drought Code		125			
Initial Spread Index		5.0		Build Up Index		34		Fire Weather Index		10.6		Danger Class 3	
Description of Weather at Time of Ignition		The weather at the time of ignition was warm and dry with high winds.											
ONSITE WEATHER													
Precipitation (mm)		.12		Temperature (C°)		18.16		Relative Humidity % 59.56		Wind Speed (km/ph) 18.17		Wind Direction(deg.) 296.3	
Comments:		All weather stations record as Local Standard Time. Ignition times highlighted in yellow are adjusted from Daylight Savings Time for the UBC Research Weather Station and the 14094 Ricemill Road Weather Station. On-site weather was not taken by Investigators.											
Information obtained from source:		Weather data obtained from 14094 Ricemill Road Weather Station located approximately 5km to the west of wildfire V10173.											
WITNESSES													
Surname		Given Name(s)		Statement Taken (Y/N)		Mailing Address / e-mail address		Contact Number					
s.22													
WELTZIN		Brian		N		Address: 4645 Harvest Drive, Delta, British Columbia, Canada, V4K 4J5		604-952-3119					
Other Agencies Involved				Statement Taken (Y/N)		Address		Contact Number					
Delta Fire Department (Investigator Drake BRASLINS)				N		4645 Harvest Drive, Delta, BC V4K 4J5		s.22					

WILDFIRE ORIGIN AND CAUSE REPORT

FIRE CAUSE ELIMINATION AND EXPLANATION		
Natural	LIGHTNING	
	EXCLUDED	<p>A search of the BC Wildfire Service Dispatch Lightning Detection System between the dates of June 12, 2016, and July 3, 2016, show that lightning struck approximately .9km to the north west of the ignition area. This lightning struck on June 14, approximately 19 days prior to the ignition of wildfire V10173. TAB 4 MAP Lightning Detection System</p> <p>Investigators conducted a thorough search of the ignition area and the general origin area and did not observe any indications of a lightning strike, or a holdover from a lightning strike. See reference photographs DSC_4313(1) and DSC_4521</p> <p>Therefore, lightning was eliminated as a possible cause of wildfire V10173.</p>
Open Burning	CAMPFIRE	
	EXCLUDED	<p>Investigators followed fire direction indicators back to the ignition area. There were no indications of a campfire, campfire ring or camping activity within or near the ignition area. See reference photographs DSC_4321</p> <p>The ignition area was located approximately 54.9m from a radio tower on private property with limited accessibility. This is not a location that a person would typically camp or use a campfire. See reference photographs DSC_4317 and DSC_4313(2)</p> <p>Therefore, campfire was eliminated as a possible cause of wildfire V10173.</p>
	CATEGORY 2, 3, or RESOURCE MANAGEMENT OPEN FIRE	
	EXCLUDED	<p>Investigators followed fire direction indicators back to the ignition area. The ignition area was located on private property registered to Corus Radio Company Inc. There are four radio towers and a main building located on the Corus Radio Company Inc. property. This is not a location where resource management open fire would implement. See reference photographs DSC_4313(2)</p> <p>Investigators conducted a thorough search of the ignition area and the general origin area. There were no indications of Category 2 or Category 3 debris piles within or near the ignition area or anywhere on the Corus Radio Company Inc. property. See reference photographs DSC_4313(1) and DSC_4321</p> <p>Investigators spoke with s.22 s.22 No information obtained from s.22 suggested that wildfire V10173 was caused by Category 2, 3 or Resource Management Open Fire.</p> <p>Therefore, Category 2, 3, and Resource Management Open Fire were eliminated as a possible cause of wildfire V10173.</p>
Incendiary	ARSON / SUSPICIOUS (Include RCMP or other Agency File No.) (RETURN TO CONCLUSION)	
	EXCLUDED	<p>Investigators followed fire direction indicators back to the ignition area. The ignition area was located approximately 54.9m from a radio tower on private property with limited accessibility. Access to the property was restricted by 10 foot (3m) high fences, thick brush, water filled ditch lines and locked gates. See reference photographs DSC_4317 and DSC_4313(2)</p> <p>Investigators conducted a thorough search of the ignition area. Investigators observed a melted gardening glove located adjacent to the ignition area. However, upon closer inspection Investigators determined that the glove was old, weathered and had been embedded in the ground for a significant period of time. The glove was not related to the ignition of wildfire V10173. See reference photographs DSC_4517 and DSC_4519 and DSC_4513</p> <p>There was no information, nor evidence observed or obtained over the course of the investigation to suggest that suspicious or criminal activity was the cause of wildfire V10173.</p>

Mechanical		Therefore, arson has been eliminated as a possible cause and wildfire V10173 is not considered suspicious.
	JUVENILE FIRE SETTER / FIRE USE	
	EXCLUDED	<p>Investigators followed fire direction indicators back to the ignition area. The ignition area was located approximately 54.9m from a radio tower on private property with limited accessibility. This is not a location that unsupervised juveniles could reasonably access by themselves.</p> <p>See reference photographs DSC_4317 and DSC_4313(2)</p> <p>Investigators conducted a thorough search of the ignition area and general origin area and did not observe any indications of children or juveniles playing in the area.</p> <p>Therefore, juvenile fire setter / fire use was eliminated as a possible cause of wildfire V10173.</p>
	EQUIPMENT USE (Explain)	
	EXCLUDED	<p>Investigators followed fire direction indicators back to the ignition area. There were no indications of any equipment or recent equipment use within or near the ignition area or anywhere on the Corus Radio Company Inc. property.</p> <p>See reference photographs DSC_4321 and DSC_4521</p> <p>Therefore, equipment use was eliminated as a possible cause of wildfire V10173.</p>
	RAILROADS (Explain)	
	EXCLUDED	<p>The nearest railroad and railway operation is located across Highway 17, approximately 1.1km to the north west of the ignition area. This distance excludes railways as a possible cause of wildfire V10173.</p> <p>TAB 5 MAP Nearest Railway</p>
	VEHICLE	
	EXCLUDED	<p>Investigators followed fire direction indicators back to the ignition area. There are no roads directly accessing the ignition area. The nearest vehicle accessible road is located approximately 80m to the west of the ignition area. This road is a rough dirt access road that is only reasonably traversable with a 4x4 truck. Furthermore, a fence runs along this road and a vehicle could not access the ignition area from this location.</p> <p>See reference photographs DSC_4313 and DSC_4313(2)</p> <p>s.22 reported that he had observed dirt bikes driving on the Corus Radio Company Inc. property approximately two years prior. Therefore, it is possible that all-terrain vehicles (ATV) or motorbikes could access the Corus Radio Company Inc. property.</p> <p>TAB 10 NOTES Field SIDOW July 4, <i>see page 17 red highlights</i></p> <p>However, Investigators conducted a thorough search of the ignition area. There were no indications of recent ATV or dirt bike tire impressions or activity related to the cause of wildfire V10173.</p> <p>See reference photographs DSC_4321 and DSC_4521</p> <p>While conducting their initial assessment of the General Origin Area with Delta Fire Department Members' Brian WELTZIN and Martin KONRAD, Investigators observed tire impressions from an ATV. These ATV tire impressions were located approximately 30m to the north east of the ignition area.</p> <p>Fire Department Member KONRAD confirmed with Investigators that these tire impressions were the result of an ATV utilized by the Delta Fire Department during their initial response to wildfire V10173. These ATV tire impressions were not related to ATV activity or use in the area prior to the ignition of wildfire V10173. Therefore, carbon ejection or a hot tail pipe from an ATV could not have been the cause of wildfire V10173.</p> <p>See reference photograph DSC_4318</p> <p>Vehicles were eliminated as a possible cause of wildfire V10173.</p>
	ELECTRICAL TRANSMISSION / UTILITY LINE / POLE	
	EXCLUDED	<p>Investigators followed fire direction indicators back to the ignition area. The nearest power line was located approximately 390m to the east of the ignition area.</p> <p>Wildfire V10173 advanced towards these power lines and did not originate from them. No above ground power lines were observed</p>

		<p>running power to the radio towers.</p> <p>There were no power lines observed within or near the ignition area. Therefore, electrical transmission lines, utility lines, power lines and poles were eliminated as a possible cause of wildfire V10173.</p> <p>TAB 5 MAP Nearest Power line</p>
Smoking	DISCARDED MATCH OR SMOKING SUBSTANCE	
	EXCLUDED	<p>Investigators followed fire direction indicators back to the ignition area. The ignition area was located approximately 54.9m from a radio tower on private property with limited accessibility. This is not a location that a person would typically stop and smoke.</p> <p>See reference photographs DSC_4317 and DSC_4313(2)</p> <p>Cigarette ignitions require specific environmental conditions. These environmental conditions are as follows:</p> <p>Fine Fuel Moisture Code (FFMC): Greater than 90 Temperature (TEMP): 26° or higher Relative Humidity (RH): 22% or less</p> <p>The most representative weather station for wildfire V10173 was likely the Ricemill Road Weather Station, since it was within approximately 5km of the ignition area. The Ricemill Weather Station is not a BC Wildfire Service Weather Station and does not record Fine Fuel Moisture Codes. However, the recorded temperature and relative humidity at the time of ignition were as follows:</p> <p>TEMP: 18.16°C RH: 59.56 TAB 20 RECORD 14094 Ricemill Road Weather Station</p> <p>The temperature was below the environmental conditions required for cigarette ignitions and the relative humidity was significantly above the required thresh-hold for a cigarette ignition. The environmental conditions required for a cigarette to be a competent ignition source were not met.</p> <p>Investigators conducted a thorough search of the ignition area. No indications of a discarded match, cigarette or smoking substance were found within the ignition area.</p> <p>See reference photographs DSC_4321 and DSC_4521</p> <p>Therefore, discarded matches or smoking substances were eliminated as a possible cause of wildfire V10173.</p>
Miscellaneous	SPECIFY CAUSE (RETURN TO CONCLUSION)	
		<p>Miscellaneous causes of wildfire include fireworks, firearms/ammunition, cutting/welding/grinding, spontaneous heating, electric fences, reflective glass and metal, blasting, flares and oil and gas.</p> <p><u>Reflective Glass:</u></p> <p>Investigators discovered four broken glass light bulbs within the general origin area. Investigators followed fire direction indicators back to the ignition area. Wildfire V10173 advanced to each glass bulb and did not originate from them.</p> <ol style="list-style-type: none"> 1. Glass bulb #1 – 16.6m to Radio Tower #3 See reference photograph DSC_4327 2. Glass bulb #2 – 32.6m to Radio Tower #3 See reference photograph DSC_4362 3. Glass bulb #3 – 31.1m to Radio Tower #3 See reference photograph DSC_4364 4. Glass bulb #4 – 31.6m to Radio Tower #3 See reference photograph DSC_4401 <p>The glass bulbs were all located within a similar 32.6m radius of Corus Radio Tower #3.</p>

SUSPECTED	<p>On July 4, 2016, at approximately 1520 hours, Investigators spoke with s.22 regarding the broken glass bulbs. s.22 indicated that on May 9th, 2016, crews replaced the lightbulbs located at the top of Radio Tower #3. s.22 indicated that it is against safety protocol for crews to throw lightbulbs from the top of the tower.</p> <p>TAB 10 NOTES Field SIDOW July 4, <i>see page 19 and 20 red highlights</i></p> <p>Investigator Drake BRASLINS compared glass bulb #1, which was mostly intact, to the light bulb located in the top Radio Tower #2, which was damaged by wildfire V10173 and dropped to the ground by WesTower Engineers. The light bulbs were of a similar make and design. Investigators concluded that the glass light bulbs fell to the ground as a result of work crews replacing the glass light bulbs in the top of Tower #3.</p> <p>Wildfire V10173 advanced to the glass bulbs and did not originate from them. Therefore, Investigators eliminated reflective glass as a possible cause of wildfire V10173.</p> <p>See reference photograph Google Earth Fire Spread Map</p> <p><u>Radio Tower:</u></p> <p>The most probable cause of wildfire V10173 was determined to be electrical arcing from Corus Radio Tower #3.</p> <p>Investigators followed fire direction indicators back to the ignition area for wildfire V10173. The ignition area was located approximately 54.9m to the west of Radio Tower #3 and approximately 39m to the southern guy-wire anchor for Radio Tower #3.</p> <p>See reference photographs DSC_4317</p> <p>TAB 2 MAP Fire Investigation</p> <p>TAB 26 SKETCH Field Measurements SIDOW July 6</p> <p>Radio Tower #3 was energized on July 3rd, 2016, the day of ignition. During the daytime, Radio Tower #3 operates on approximately 11,045 watts. On July 3rd, 2016, at approximately 1350 hours, s.22 entered the Main Transmitter Building to de-energize the towers. Therefore, the Investigation Team concludes that Radio Tower #3 was energized at the time of ignition for wildfire V10173.</p> <p>TAB 10 NOTES Field SIDOW July 4, <i>see page 16 red highlights</i></p> <p>TAB 24 REPORT CHMJ 730 SOP 2008, <i>see page 4 red highlights</i></p> <p>TAB 1 EMAIL CHMJ Report s.22 Sept 26</p> <p>Investigators searched the ignition area and were unable to determine a specific ignition source. However, the only reasonable source of ignition within proximity to the ignition area was Corus Radio Tower #3, which was energized at the time of ignition.</p> <p>TAB 9 NOTES Field SIDOW Aug 5, <i>see pages 30 and 31 red highlights</i></p> <p>s.22 offered two possible theories as to how Radio Tower #3 could cause a wildfire.</p> <ol style="list-style-type: none"> 1. Electrical arcing between the radio tower and its copper grounding wires 2. A short circuit in the radio tower shelter <p>Given the right weather conditions, low relative humidity and drying from wind, s.22 suggested that energy in the radio tower could theoretically arc to the grounding wires and cause a wildfire. The grounding wires are made of copper and extend from Radio Tower #3 every 10° in a 360° arc around the tower. The grounding wires run out to a length of approximately 200ft-250ft (61m-76m).</p> <p>According to s.22, there have been instances on the Prairies where radio towers have arced during the winter months when the relative humidity is very low. s.22 hypothesized that low relative humidity and drying from the wind during the summer could potentially create similar conditions, and result in electrical arcing from the radio tower arcing to the grounding wires.</p> <p>TAB 9 NOTES Field SIDOW Aug 5, <i>see pages 30 and 31 red highlights</i></p>
-----------	---

	SUSPECTED	<p>However, Investigators were unable to scientifically determine the specific environmental conditions necessary for a radio tower to produce electrical arcing. Additionally, Investigators were unable to confirm whether these environmental conditions were present at the time of wildfire V10173.</p> <p>The "Arcing Theory" is the best explanation for the cause of wildfire V10173 for the following reason:</p> <ol style="list-style-type: none"> 1. The grounding wires run between approximately 61m-76m out in all directions from the base of Radio Tower #3. The ignition area is located approximately 54.9m to the west of Radio Tower #3. Therefore, the ignition area is within the potential "arc radius" of Radio Tower #3. <p>s.22 indicated that a short circuit within the shelter for Radio Tower #3 was another plausible source of ignition for wildfire V10173. The "short circuit theory" was eliminated as a probable cause for the following reasons.</p> <ol style="list-style-type: none"> 1. No alarms were generated by the monitoring system at the time of ignition. s.22 provided Investigators with the alarm logs from the electronic system that monitors electrical currents to the Corus radio towers. Fluctuations in the current are detected by the system and an automatic alarm is generated for review by the on-duty s.22 s.22. The most recent alarm prior to the ignition of wildfire V10173 occurred on June 24th, at approximately 1413 hours. No alarms were generated immediately prior to the ignition of wildfire V10173. According to s.22 s.22 a short circuit would have certainly been detected by the monitoring system. TAB 22 RECORD CHMJ Tx – ARC Plus 2. On May 9th, 2016, WesTower Communication Ltd. conducted a thorough inspection of Corus Radio Tower #3. The inspection report indicated no apparent structural or electrical damage or deterioration that might present a fire risk. Radio Tower #3 appeared to be well maintained with no electrical or structural defects that could have caused wildfire V10173. TAB 25 REPORT WesTower Inspection Report Tower 3 May 9 3. The shelter for Radio Tower #3 did not burn down until approximately 1356 hours on July 3rd. The first alarms generated by the electronic monitoring system occurred at 1356 hours, presumably as a result of the shelter catching fire. The first alarm occurred approximately 2.5 hours after s.22 first observed the fire at approximately 1124 hours. Delta Fire Department Member Brian WELTZIN and s.22 both indicated that the shelter for Radio Tower #3 was not burning at the times they observed wildfire V10173. One would expect that a short circuit within Radio Tower Shelter #3 would have resulted in the shelter burning first and then spreading to the adjacent fuels. The fact that Radio Tower Shelter #3 did not burn down until approximately 2.5 hours after the ignition of wildfire V10173 indicates that a short – circuit or any other potential ignition source within radio tower shelter #3 was not the cause of wildfire V10173. TAB 9 NOTES Field SIDOW Aug 5, <i>see page 31 yellow highlight</i> TAB 22 RECORD CHMJ Tx – ARC Plus 4. The ignition area for wildfire V10173 was located approximately 54.9m to the west of Radio Tower #3. The fire direction indicators show that wildfire V10173 advanced towards Radio Tower #3 and did not originate from it. See reference photograph DSC_4317 and Google Earth Fire Spread Map <p>A third theory of ignition was provided by s.22 : indicated that the electro-magnetic field generated by a radio tower can generate an electrical current in metallic objects and materials, resting within the field. However, according to s.22 work crews are well trained and would not have left behind or taken in any materials or items that could have resulted in induction. Investigators also did not observe any items or materials within the ignition area, the general origin area or near Radio Tower #3 that could have resulted in induction. Therefore, Investigators concluded that this was a less likely cause of wildfire V10173. TAB 9 NOTES Field SIDOW Aug 5, <i>see page 29 and 30, red highlights</i></p> <p>Investigators suspect based on the location of the ignition area, the absence of system alarms prior to the ignition of wildfire V10173 and the fact that Radio Tower Shelter #3 did not catch fire until 2.5 hours after ignition, that electrical arcing between Corus Radio Tower #3 and its grounding wires was the cause of wildfire V10173.</p>
CAUSE UNDERTERMINED (Explain)		

The cause of wildfire V10173 could not be conclusively determined. However, it is suspected that electrical arcing between Corus Entertainment Radio Tower #3 and its copper grounding wires caused the ignition of wildfire V10173. This could not be determined conclusively due to a lack of scientifically reliable information or research regarding the electrical arcing potential of radio towers.

WILDFIRE ORIGIN AND CAUSE REPORT

FIRE ORIGIN AND CAUSE INFORMATION

Photos taken <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Site Map/Sketches <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Evidence Collected <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	
---	--	---	--

SUMMARY OF FINDINGS

IGNITION AREA DESCRIPTION

The ignition area was located on private property registered to the Corus Radio Company Inc. The ignition area was located approximately 54.9m from Corus Radio Tower #3. The ignition area was approximately .71m by 1.55m and was located in peat bog moss, grasses and brush.
See reference photographs [DSC_4321](#) and [DSC_4521](#)

IGNITING OBJECT (if known)

The igniting object is unknown, but is suspected to have been electrical arcing from Corus Radio Tower #3.

FORM OF HEAT OF IGNITION

The form of heat of ignition is unknown, but is suspected to be conduction through electrical arcing between Corus Radio Tower #3 and the adjacent peat bog fuels.

MATERIAL FIRST IGNITED

The materials first ignited were determined to be peat bog mosses, grasses and shrubs.

See reference photograph [DSC_4543](#)

DETERMINED CAUSE

The cause of wildfire V10173 could not be conclusively determined. The cause of wildfire V10173 is suspected to have been electrical arcing between Corus Radio Tower #3 and its copper grounding wires.

REFERENCE PHOTOS

Overview of Ignition Area, General Origin Area, Fire Spread and Corus Radio Towers



DSC_4313 (1):

LEGEND

Advancing Vector →
Lateral Vector ⇄
Backing Vector ⇐

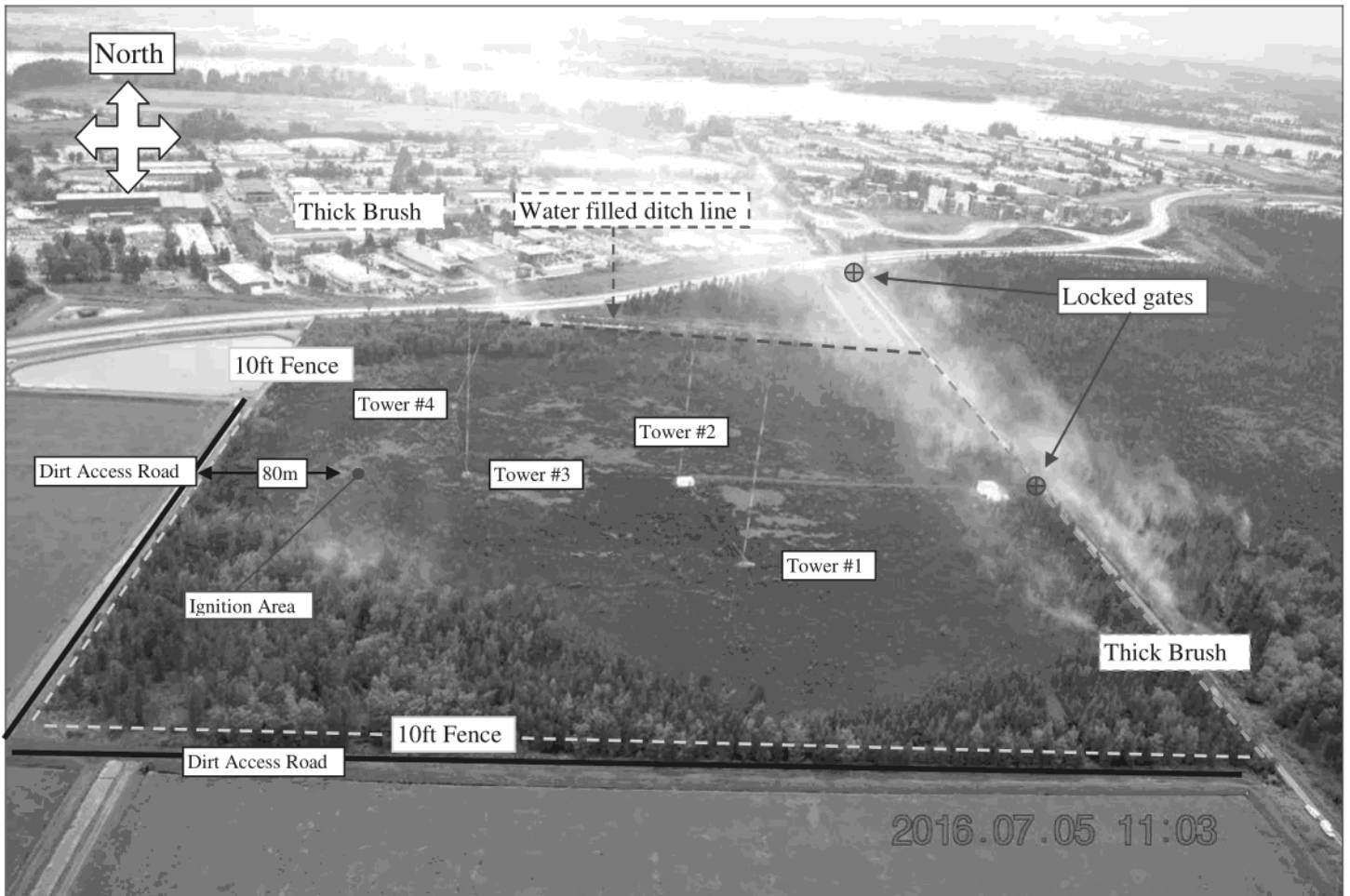
RETURN TO LIGHTNING

RETURN TO CATEGORY 2, 3, RESOURCE MANAGEMENT OPEN FIRE

RETURN TO VEHICLE

RETURN TO CONCLUSION

Area Accessibility



DSC_4313(2): The Corus Entertainment property is relatively inaccessible and is surrounded on all four sides by a 10 foot fence line, thick brush, locked gates and water filled ditches.

RETURN TO CAMPFIRE

RETURN TO CATEGORY 2, 3, RESOURCE MANAGEMENT OPEN FIRE

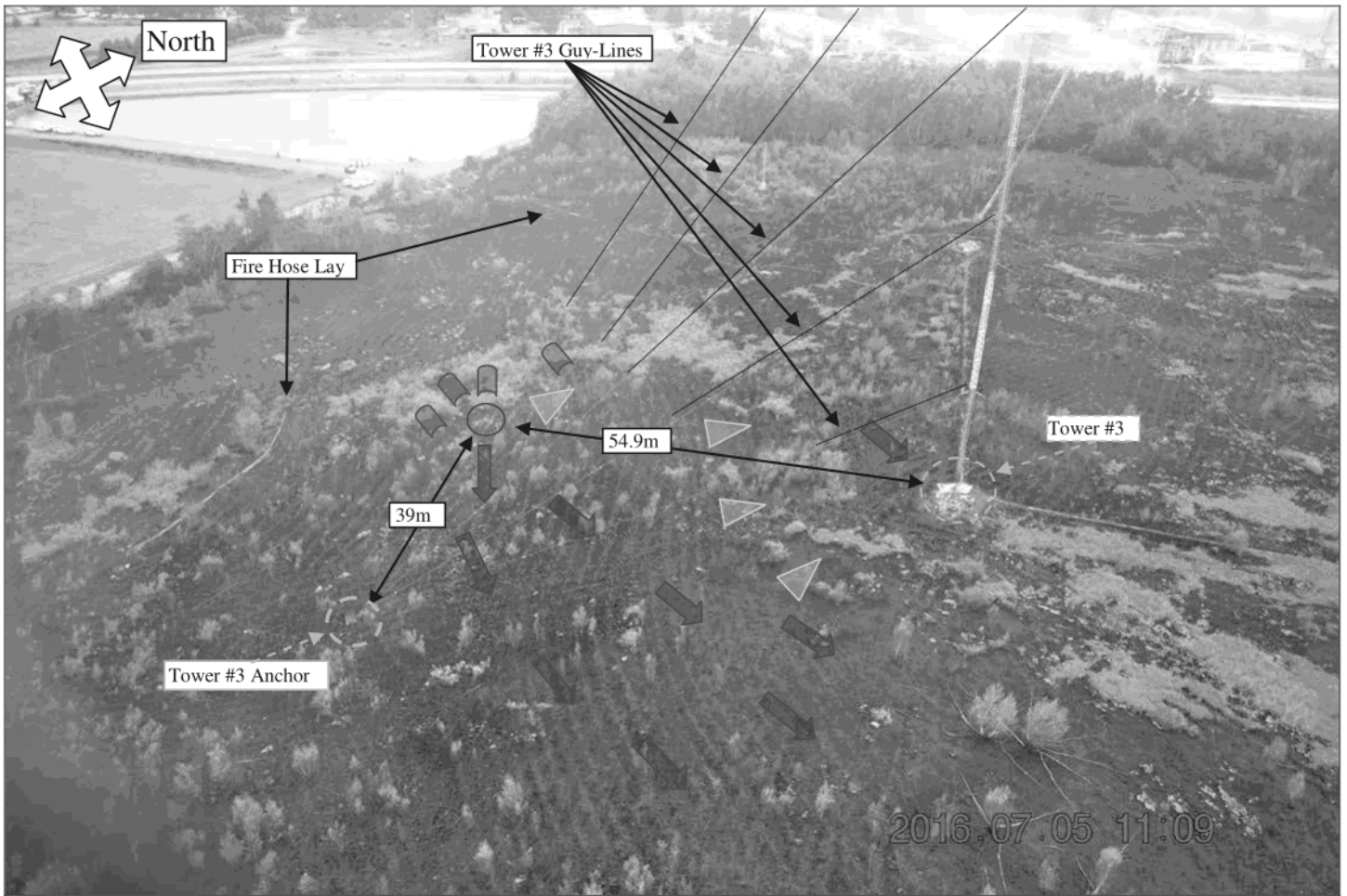
RETURN TO ARSON SUSPICIOUS

RETURN TO JUVENILE FIRE SETTER / FIRE USE

RETURN TO VEHICLE

RETURN TO DISCARDED MATCH / SMOKING SUBSTANCE

Overview of Ignition Area, Fire Spread and Tower #3



DSC_4317:

LEGEND

Advancing Vector →
Lateral Vector ⇄
Backing Vector ⇐

RETURN TO CAMPFIRE

RETURN TO CATEGORY 2, 3, RESOURCE MANAGEMENT OPEN FIRE

RETURN TO ARSON / SUSPICIOUS

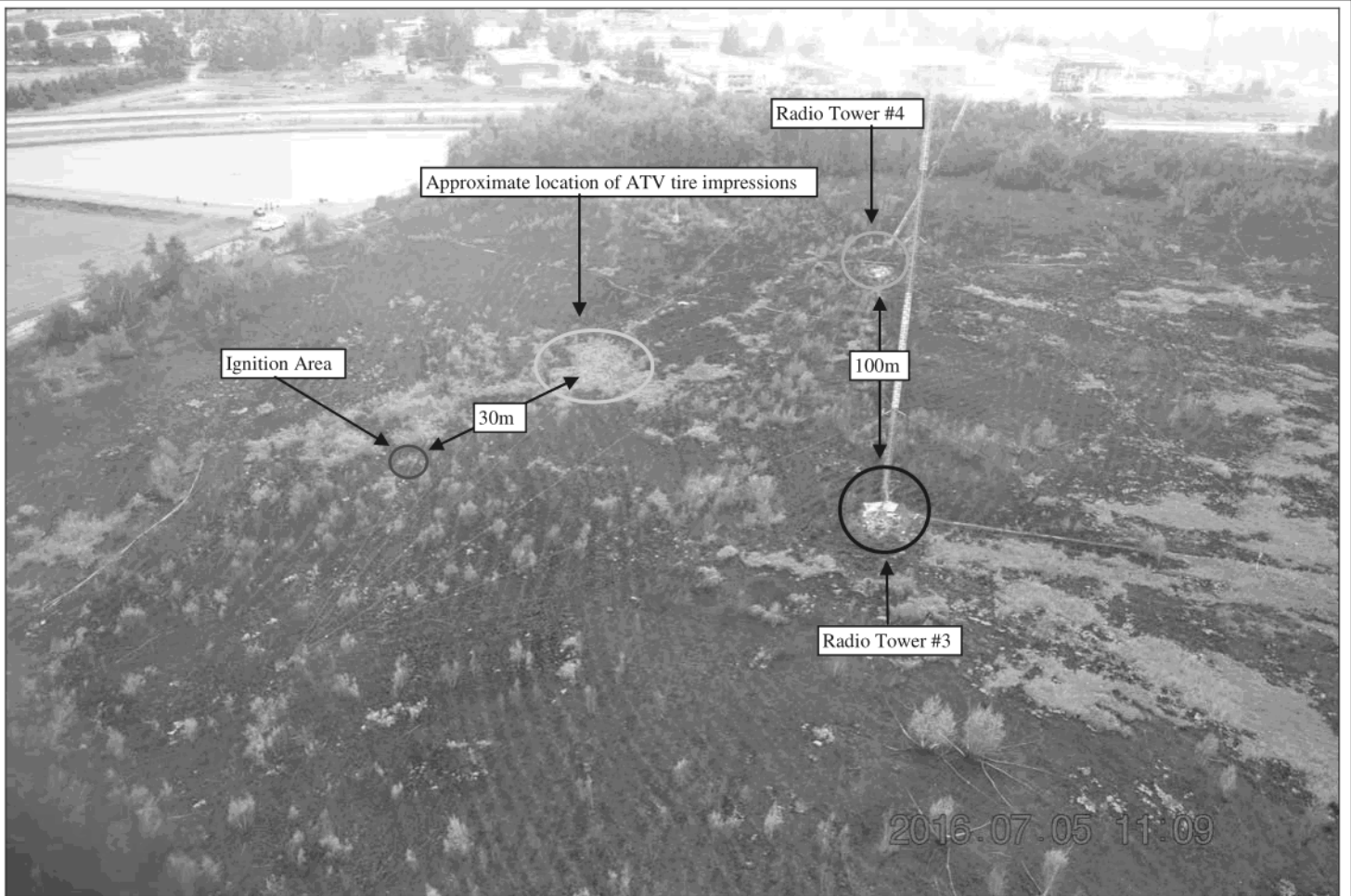
RETURN TO JUVENILE FIRE SETTER / FIRE USE

RETURN TO DISCARDED MATCH / SMOKING SUBSTANCE

RETURN TO MISCELLANEOUS (RADIO TOWER)

RETURN TO CONCLUSION

Approximate Location of ATV Tire Impressions and Radio Tower #4 in Relation to Ignition Area



DSC_4318:

[RETURN TO VEHICLE](#)

[RETURN TO CONCLUSION](#)

Overview of Ignition Area in Relation to Tower #3



DSC_4321:

RETURN TO CAMPFIRE

RETURN TO CATEGORY 2, 3, RESOURCE MANAGEMENT OPEN FIRE

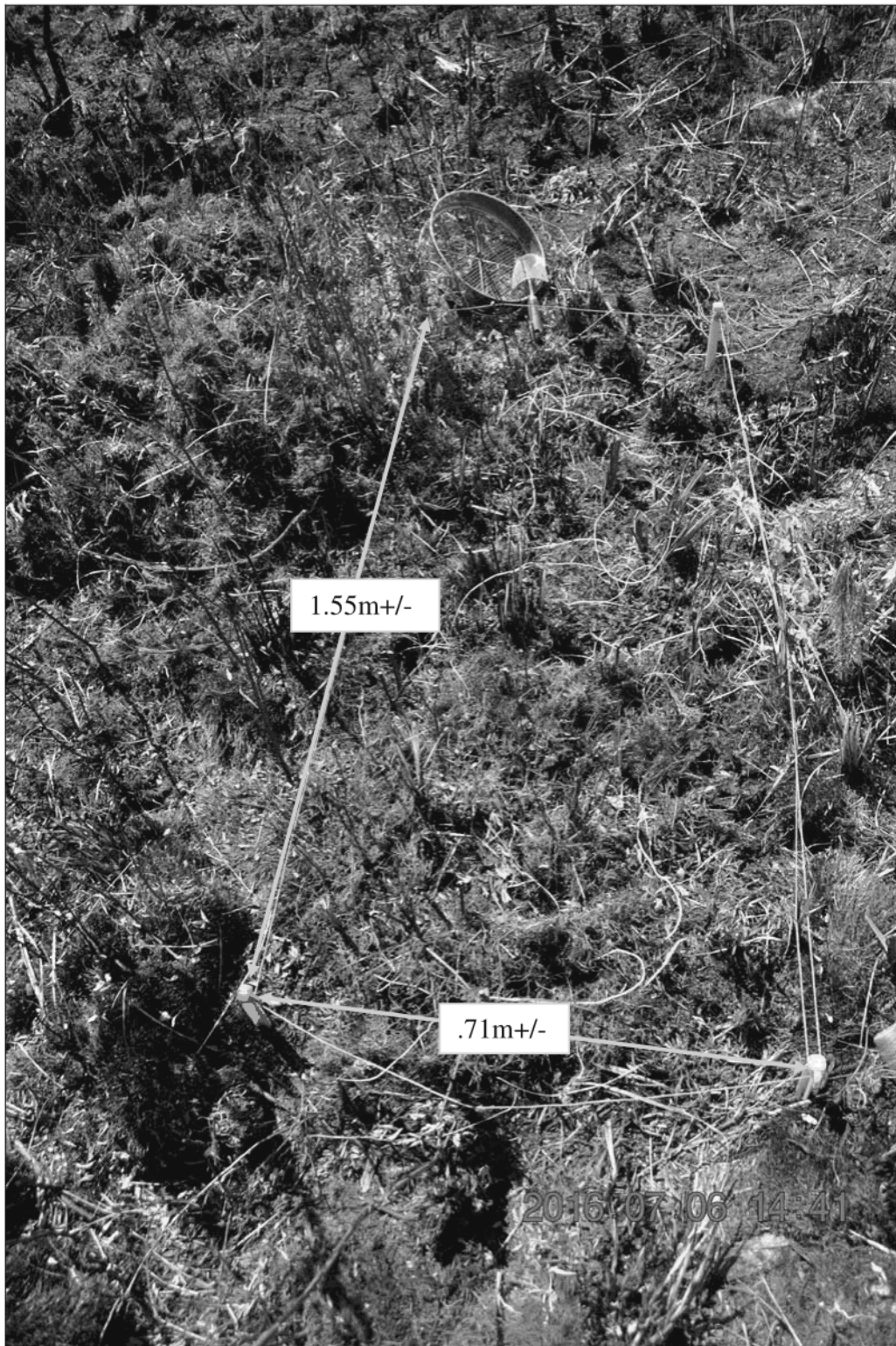
RETURN TO EQUIPMENT USE

RETURN TO VEHICLE

RETURN TO DISCARDED MATCH / SMOKING SUBSTANCE

RETURN TO CONCLUSION

Completed Grid Search Area



DSC_4521:

RETURN TO LIGHTNING

RETURN TO EQUIPMENT USE

RETURN TO VEHICLE

RETURN TO DISCARDED MATCH / SMOKING SUBSTANCE

Melted Glove



DSC_4517: Melted glove discovered adjacent the ignition area.



DSC_4519: Glove is weathered and was embedded in dirt. Glove determined to be old and unrelated to the cause of wildfire V10173.

RETURN TO ARSON / SUSPICIOUS

Location of Melted Glove in Relation to Ignition Area

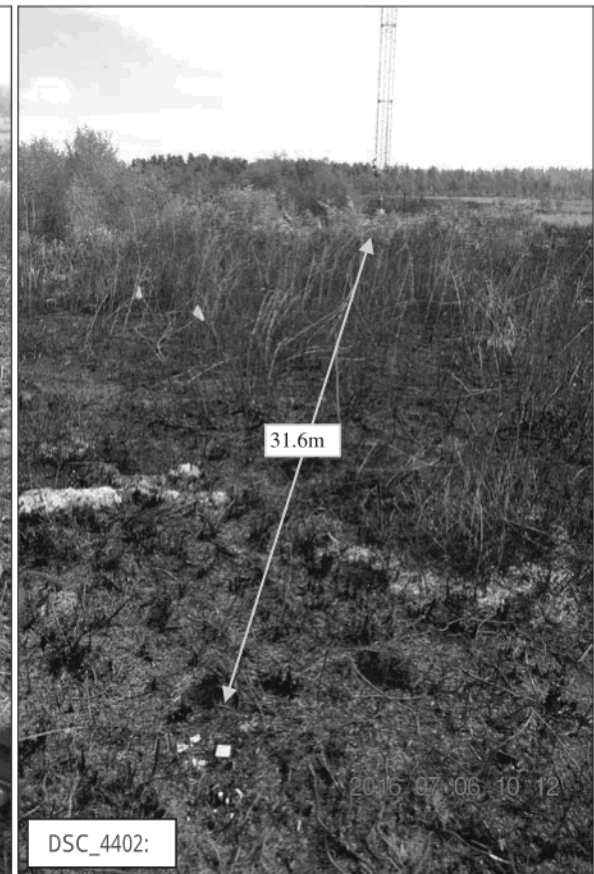


DSC_4513:

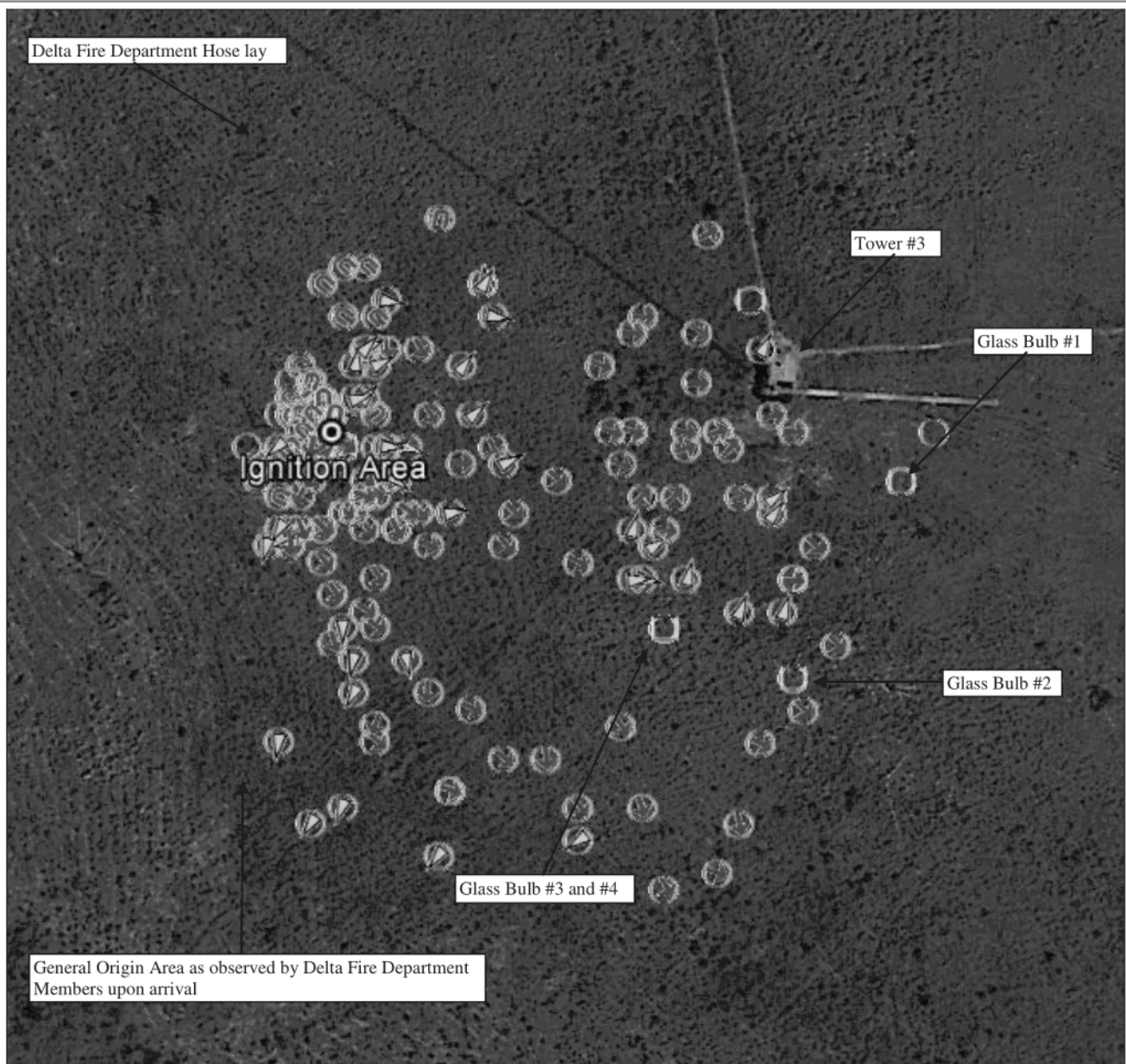
RETURN TO ARSON / SUSPICIOUS

RETURN TO MISCELLANEOUS

Broken Glass Light Bulbs



Google Earth Fire Spread Map



LEGEND

Advancing Vector →

Lateral Vector ↗

Backing Vector ←

[RETURN TO MISCELLANEOUS \(REFLECTIVE GLASS\)](#)

[RETURN TO MISCELLANEOUS \(RADIO TOWER\)](#)

[RETURN TO CONCLUSION](#)

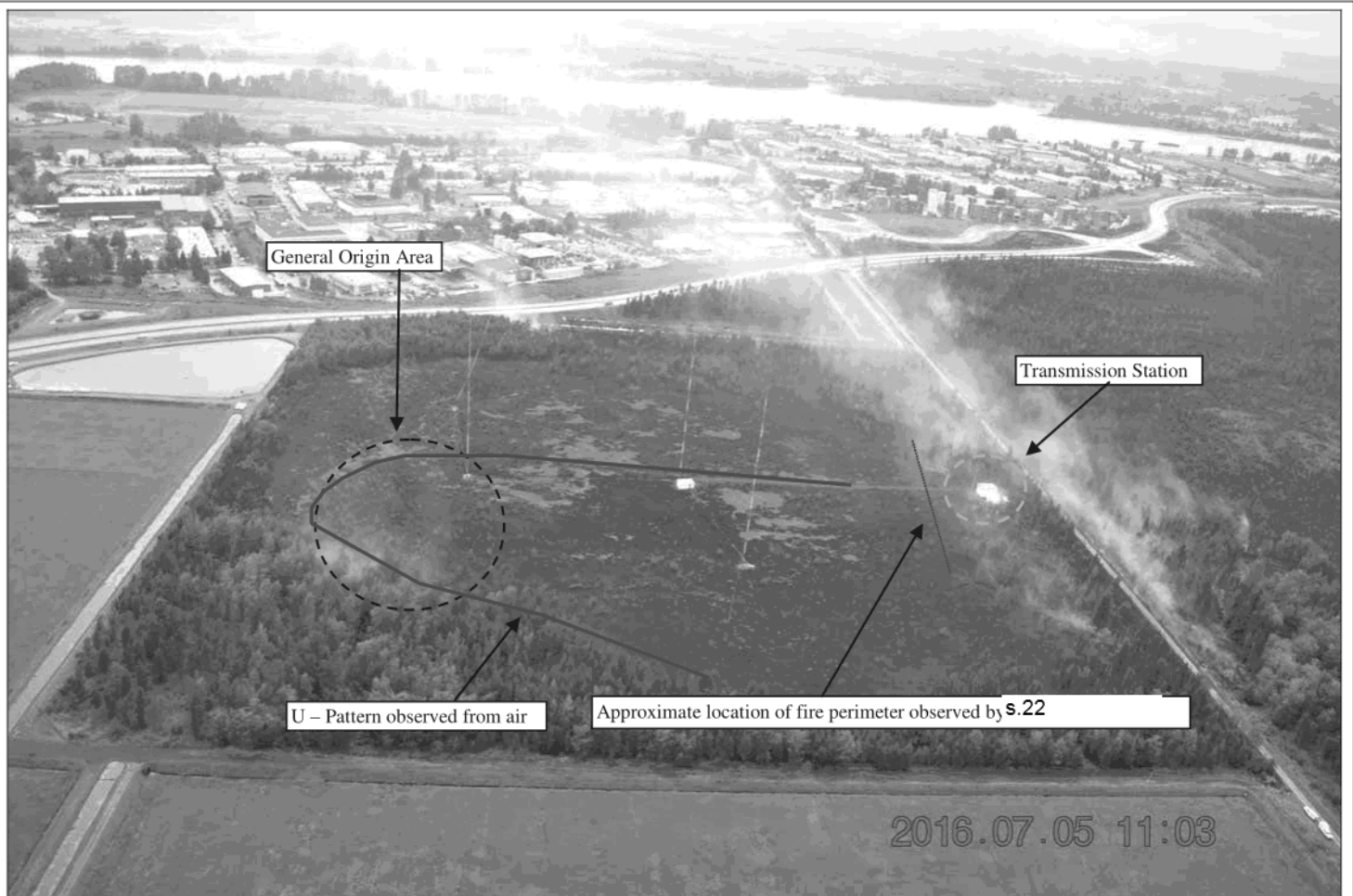
Materials First Ignited



DSC_4543:

RETURN TO MATERIALS FIRST IGNITED

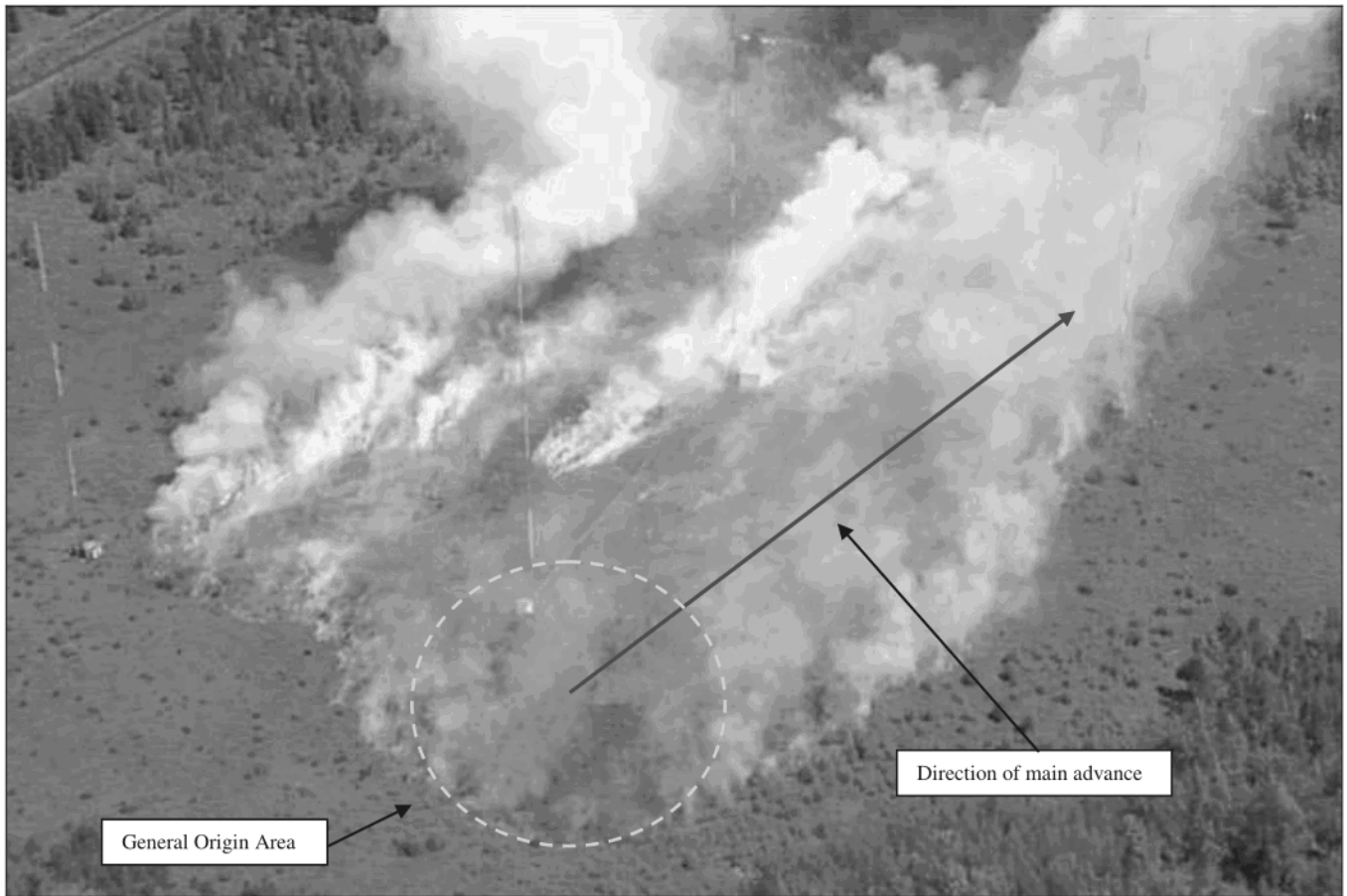
Observations of (s.22



DSC_4313(3): s.22 observed wildfire approximately 100ft (30m) to the west of the transmission station.

RETURN TO CONCLUSION

Global News Aerial Photograph



IMG_0270: Wildfire V10173 is advancing approximately South East.



IMG_0271: Wind shift occurs and wildfire V10173 changes its advancing direction from South East to North East.

[RETURN TO CONCLUSION](#)

WILDFIRE ORIGIN AND CAUSE REPORT

FIRE ORIGIN AND CAUSE INFORMATION						
CONCLUSION	COMPLETE APPLICABLE BOXES					
	Suspected			Confirmed		
Based on the field examination, evidence gathered and a complete review of the facts, I offer the following comments:	<input checked="" type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> N/A	<input type="checkbox"/> Y	<input checked="" type="checkbox"/> N	<input type="checkbox"/> N/A
<p><u>JULY 4, 2016</u></p> <p>On July 4, 2016, at approximately 1417 hours, Fire Origin and Cause Investigators Michael SIDOW and John FORREST were deployed to investigate the cause of wildfire V10173.</p> <p>Prior to departure, Investigator SIDOW spoke with Fire Origin and Cause Investigator Jerry HUNTER, who responded to wildfire V10173 on July 3rd and began gathering preliminary information. Investigator HUNTER informed Investigator SIDOW of the following:</p> <ul style="list-style-type: none"> • s.22 observed s.22 running out of the fire with blood on his knees at approximately 1318 hours on July 3, 2016. • s.22 • s.22 was contacted by the Delta Fire Department and went into the transmission station to de-energize the four radio towers located on the Corus Entertainment property. • s.22 observed the fire approximately 100 feet to the west of the main transmitter building. • There are fences surrounding the Corus Entertainment radio tower site and two gates blocking access to the site. • s.22 observed a couple dirt bikes in the area a couple of years ago. <p>TAB 10 NOTES Field SIDOW July 4, <i>see pages 16 and 17</i> See reference photograph DSC_4313(3)</p> <p>At approximately 1730 hours, Investigator SIDOW departed for the Coastal Fire Centre from the Kamloops Fire Centre.</p> <p><u>JULY 5, 2016</u></p> <p>On July 5th, 2016, at approximately 0850 hours, Fire Origin and Cause Investigators John FORREST and Michael SIDOW arrived on-site at wildfire V10173 and met with Delta Fire Department Investigator Drake BRASLINS (The Investigation Team).</p> <p>The Investigation Team used early aerial photographs obtained online from Global News to establish the direction of advance and General Origin Area for wildfire V10173. See reference photographs IMG_0270 and IMG_0271</p> <p>At approximately 1100 hours, the Investigation Team conducted an aerial assessment of wildfire V10173. The Investigation Team confirmed their General Origin Area through their observation of macro u-patterns and differences in degrees of damage. See reference photographs 4313(3)</p> <p>At approximately 1127 hours, the Investigation Team completed their aerial assessment and spoke with s.22 and Delta Fire Department Member Brian WELTZIN.</p>						

s.22 confirmed the information that was provided to Investigator SIDOW by Investigator HUNTER. Additionally, s.22 indicated that he arrived on-site at approximately 1340 hours on July 3rd. At approximately 1350 hours, s.22 entered the Main Transmitter Building to de-energize the radio towers. At this time, s.22 was smoked out of the building and was forced to run.

TAB 14 PHOTOGRAPH Annotated s.22 July 5

Delta Fire Department Member Brian WELTZIN (FDM WELTZIN) was one of the first responders to observe wildfire V10173. FDM WELTZIN arrived on-site at wildfire V10173 at approximately 1225 hours. At approximately 1300 hours, FDM WELTZIN began taking suppression action on wildfire V10173. At this time, FDM WELTZIN observed that the radio tower shelter for Corus Radio Tower #3 was still intact. FDM WELTZIN provided the Investigation Team with an annotated photograph of where he observed the fire perimeter upon arrival.

TAB 15 PHOTOGRAPH Annotated WELTZIN July 4

At approximately 1245 hours, WesTower Engineers completed an operation to drop Radio Tower #4 to the ground. Radio Tower #4 was located approximately 100m to the north of Radio Tower #3 and the ignition area for wildfire V10173. The structural integrity of Radio Tower #4 was compromised by wildfire V10173, causing the tower to lean heavily. The structural damage sustained by Radio Tower #4 occurred as a result of wildfire V10173 and was not related the cause of wildfire V10173.

See reference photographs [DSC_4318](#)

At approximately 1306 hours, the Investigation Team conducted an initial assessment of the general origin area with FDM WELTZIN and Delta FDM Martin KONRAD. FDMs' WELTZIN and KONRAD showed the Investigation Team where they first observed the fire perimeter for wildfire V10173. The area was flagged and corroborated closely with the General Origin Area established by the Investigation Team during their aerial assessment of the wildfire.

TAB 10 NOTES Field SIDOW July 4, *see page 19*

[See Google Earth Fire Spread Map](#)

At approximately 1408 hours, The Investigation Team began following fire direction indicators back to the ignition area for wildfire V10173. The Investigation Team started from direction of main advance and worked back and forth between lateral fire and back to the ignition area. Red flags represent advancing fire, yellow flags represent lateral fire, blue flags represent backing fire, green flags represent items of interest and white flags represent evidence.

While following fire direction indicators, the Investigation Team observed four separate broken glass light bulbs. As discussed above ([Miscellaneous Fire Cause Elimination and Explanation Section](#)), the broken glass bulbs were ruled out as a possible cause of wildfire V10173 because the fire direction indicators showed that wildfire advanced to the broken glass bulbs and did not originate from them.

JULY 6, 2016

Investigators completed following fire direction indicators and identified the ignition area at approximately 0730 hours, on July 6, 2016. The ignition area was located approximately 54.9m to the west of Corus Radio Tower #3. The fire direction indicators showed that wildfire V10173 advanced to and did not originate from the base of Radio Tower #3.

[See Google Earth Fire Spread Map](#)

See reference photographs [DSC_4313\(1\)](#), [DSC_4317](#) and [DSC_4321](#)

TAB 2 MAP Fire Investigation

At approximately 0800 hours, The Investigation Team began documenting fire direction indicators. Investigators completed documenting fire direction indicators at approximately 1312 hours.

TAB 12 NOTES FS 1406 Wildfire Origin and Cause Report Field Data Collection Form SIDOW FORREST July 6

At approximately 1330 hours, The Investigation Team conducted a thorough grid search of the ignition area. The grid search area was approximately .71 m by 1.55m in size. The grid search included a visual search, a magnetic sweep and soil sifting of the grid search area.

See reference photographs [DSC_4521](#)

TAB 27 SKETCH Grid Search Area SIDOW July 6

While conducting the grid search, The Investigation Team discovered a partially melted glove. Upon closer inspection, The Investigation Team determined that the partially melted glove was old and embedded in the peat moss. Therefore, the partially melted glove was determined to not be related to the ignition of wildfire V10173. ([Arson / Suspicious Fire Cause Elimination and Explanation Section](#))

The Investigation Team was unable to discover the specific source of the ignition for wildfire V10173.

The Investigation Team completed their field investigation at approximately 1533 hours.

AUG 9, 2016

On August 9th, 2016, at approximately 1149 hours, Investigator SIDOW spoke with s.22 following:

informed Investigator SIDOW of the

- s.22 was flying over Burns Bog at approximately 1000-2000 feet, when he observed a semi-circle of orange flame in a 180° arc around the base of the western most radio tower (Radio Tower #3).
- When s.22 flew back a few hours later, the fire was fully involved.
- EVANS provided Investigator SIDOW with annotated photographs of his observations.
TAB 13 PHOTOGRAPH Annotated s.22 Aug 9

The semi – circle drawn by s.22 on the annotated photographs shows that the fire perimeter was within approximately 20m of Radio Tower #3. s.22 observations are not supported by the fire direction indicators, which show that wildfire V10173 originated approximately 54.9m to the west of Radio Tower #3.

While it is possible that wildfire V10173 originated from within 20m of Radio Tower #3, the Investigation Team has based their exclusions and determination on the ignition area being located approximately 54.9m from Radio Tower #3. This ignition area was determined following the processes and scientific methodology outlined in the Nationally Recognized FI – 210 Fire Origin and Cause Determination Training Course.

AUG 12, 2016

On August 12th, 2016, at approximately 0922 hours, Investigator SIDOW contacted WesTower Communication Ltd. WesTower Communications is responsible for conducting inspections on the Corus Radio Towers. WesTower Communications inspected Tower #3 on May 9, 2016. The WesTower inspection report showed no structural damage or issues that could have been related to the cause of wildfire V10173.

TAB 25 REPORT WesTower Inspection Report Tower 3 May 9

Investigator SIDOW spoke with s.22

provided Investigator SIDOW with the following information:

- On May 9th, WesTower crews would not have left behind anything that could have resulted in induction.
- There is a transformer and some other minor electrical equipment in the radio tower shelter that could cause induction.
- s.22 has observed induction from transformers when fluorescent light bulbs light up in the presence of the generator.
- Any cause related to a short circuit should have caused a system alarm.

At approximately 1000 hours, Investigator SIDOW spoke with s.22 how Radio Tower #3 could cause a wildfire. These theories are discussed in detail above in the Miscellaneous Fire Cause Elimination and Explanation Section.

I offered two possible theories as to

1. Arcing between the radio tower and the grounding wires
2. A short circuit in the shelter

At approximately 1358 hours, Investigator SIDOW spoke again with s.22 approximately 1134 hours. s.22 estimated based on the 1134 brake time that he observed wildfire V10173 at approximately 1124 hours. Therefore, Investigators concluded that the time of ignition for wildfire V10173 was approximately 1115 hours.

TAB 10 NOTES Field SIDOW July 4, see pages 29 to 32

Conclusion

The fire direction indicators show that wildfire V10173 originated approximately 54.9m to the west of Corus Radio Tower #3. Witness observations also place the ignition area for wildfire V10173 near Corus Radio Tower #3.

The only reasonable source of ignition within the General Origin Area is Radio Tower #3. Electrical arcing between Radio Tower #3 and the copper grounding wires is the best possible explanation for the cause of wildfire V10173. Electrical arcing best explains the following:

- The location of the ignition area approximately 54.9m to the west of Radio Tower #3.
- The absence of any structural or electrical damage or deterioration on Radio Tower #3 prior to the ignition of wildfire V10173.
- The absence of a system alarm prior to the ignition of wildfire V10173.
- The fact that the radio tower shelter did not burn down until 2.5 hours after the ignition of wildfire V10173.

Investigators could not conclusively determine the cause of wildfire V10173. However, on the balance of probabilities, Investigators suspect that the cause of wildfire V10173 was electrical arcing from Corus Radio Tower #3.

Completed by (Print name)	Title	Signature (Handwritten or Electronic Only)	Date (YYYY-MM-DD)
Michael Sidow	Fire Origin and Cause Specialist	Michael Sidow <small>Digitally signed by Michael Sidow DN: cn=Michael Sidow, o=Ministry of Forests, Lands and Natural Resource Operations, ou=BC Wildfire Service, email=mike.sidow@gov.bc.ca, c=US Date: 2016.11.03 14:22:58 -0700</small>	2016-11-03

This report may contain both personal and sensitive information and must be securely stored at all times, and may only be disclosed in accordance with the *Freedom of Information and Protection of Privacy Act*.

From: s.22
To: [Sidow, Mike FLNR:EX](#)
Subject: Delta Burns Big Fire - CHMJ report - Power Question
Date: Monday, September 26, 2016 10:45:09 AM
Attachments: [image005.png](#)
[image006.png](#)
[CHMJ 730 SPOP 2008.pdf](#)

Mike,

Got your call. Before we chat I thought I would send a report done to verify the antenna system performance. This way you can review and then if you have questions, we can review it.

Page 5, 3.7 Daytime would be the total power readings at the common point before distribution. This is the building at tower two that wasn't damaged by the fire.

Page 4, 3.6 then gives the current (amps) and power (watts) for each tower base. In daytime mode, tower 4 would not have had any power.

As an example, tower 3 (P3) would have had 11,045 watts present at the base. That would be 9.8 amps, 115 ohms and 74 volts. The constant is voltage at 74 for each of the three active towers.

Nighttime represents how the towers are configured after dark. At sunset there is a switching system that changes how the power is distributed to the 4 towers, creating a night time antenna pattern. From records on the day of the fire, the antenna system was switched in "daytime" pattern where the power was distributed to towers 1, 2 and 3.

I have my cell on me as I left it on my desk when you called. Please don't hesitate to reach out if you have any questions with the material I have sent you.

Also, if it is possible to share your completed report I wouldn't mind reviewing it.

Thanks,

s.22



s.22

Corus Entertainment Inc. | corusent.com | 2000 – 700 West Georgia St., Vancouver, BC. V7Y 1K9

Corus® and the Corus logo™ are trade-marks of Corus Entertainment Inc.

- Item Indicator**
- ↑ Advancing Burn
 - ⌈ Backing Burn
 - ⌋ Backing Burn
 - ⌋ Advancing Burn
 - ⌋ Investigation Point
 - Evidence Point
 - Photo Point

Disclaimer: This map is intended to be used as a reference only. It is not a substitute for a fire investigation. The information on this map is not to be used for any purpose other than the investigation of the fire. The information on this map is not to be used for any purpose other than the investigation of the fire.

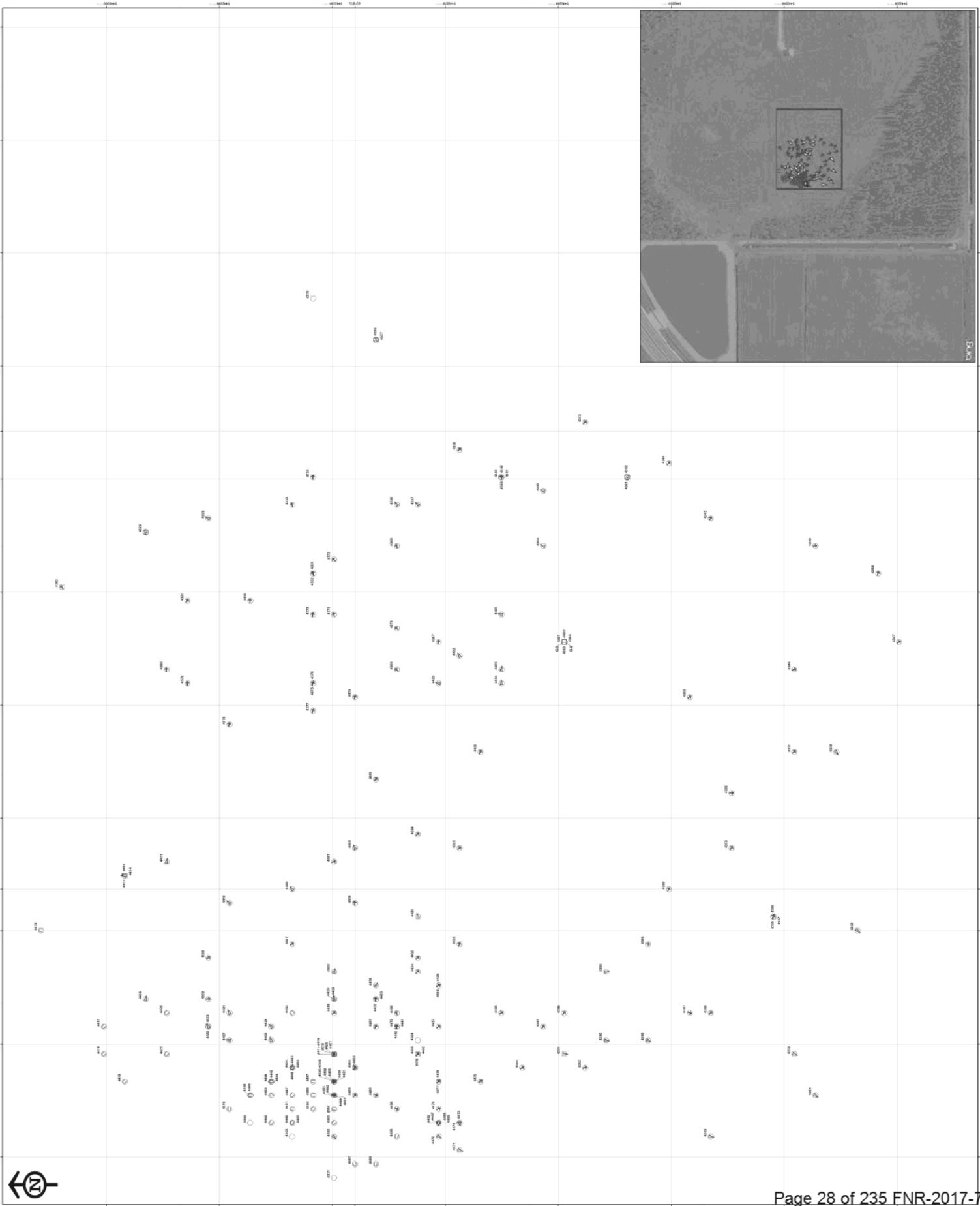
Data Sources and Notes

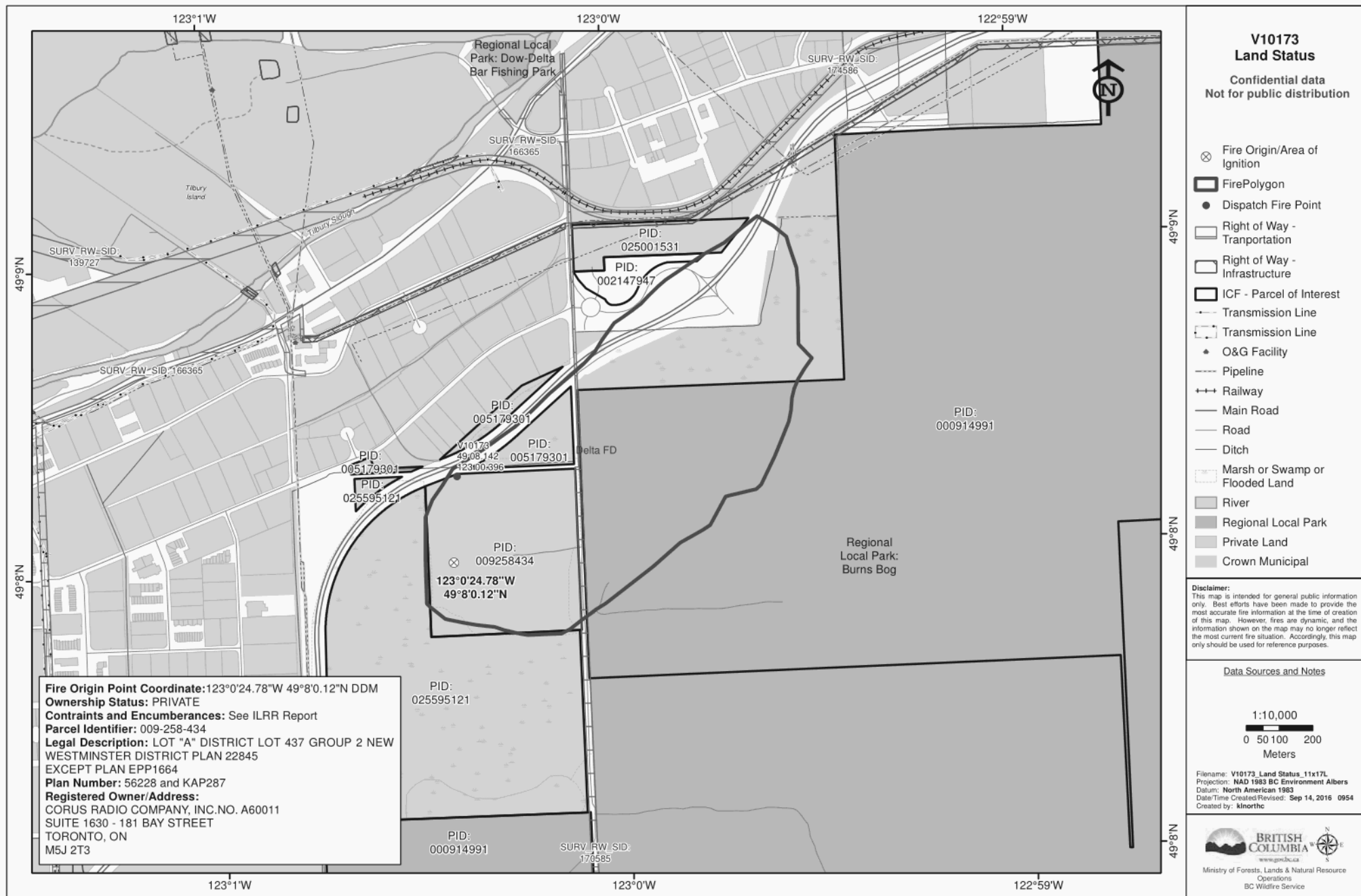
Fire Investigation Map
Map Scale and Date Printed
2015-02-03

0 0.75 1.5 3 4.5 6 7.5
Kilometers

1:100

Fireplace: 100719, Propane: 100719
Structure: 100719, 100719
Location: 100719, 100719
Investigation: 100719, 100719







Nearest Power Line Map

Copyright





Ministry of Forests, Lands &
Natural Resource Operations
WILDFIRE MANAGEMENT
BRANCH

John Forrest

Forest Protection Technician
SUNSHINE COAST FIRE ZONE

Telephone: 604-485-2794
Cellular: 604-414-5089
Facsimile: 604-485-2798
e-mail: John.Forrest@gov.bc.ca

Mailing Address:
7077 Duncan Street
Powell River BC
V8A1W1

July 7

1600 Assigned FOC V10173,

1608 Jerry Hunter

Started Jul 5 late morning
Jerry Osene 1500
spoke 1200 s.22

saw person running out of fire
1330. s.22 s.22

at Chorus
Entertainment. Radio stations. They're

towers surround Origin. Check again

138 hours he said Delta FD cabt
asked to shut down electricity. He

was there, went into transmission bldg.
He was 100ft west of it.

Went into structure and shot it down
It filled with smoke. Generator has

2 diesel tanks, one exploded.

- Duke Braslins of Delta Fd is their
FOC. s.22

- ICP Hwy 17 N of 77th Overpass

July 5

0830 Arrived at ICP V10173 for briefing
with Ops

Hel. is VAB Air to C Silver G to G G
Blue T7 North Div & South Div

1045 Secured poss. area of origin from
engineers dropping tower.

1046 Lifting in place to recce origin

July 4

1600 Assigned FOC V10173,

1608 Jerry Start

Jerry Ops spoke 12:

saw 1330 Enter

towers surround Origin. were engineers

138 hours he said Delta FD cab had asked to shut down electricity. He was there, went into transmission bldg. The was 100ft west of it.

Went into structure and shot it down. It filled with smoke. Generator has 2 diesel tanks, one exploded.

- Duke Braslins of Delta FD is their FOC.

s.22

- ICP Hwy 12 N of 72nd Overpass



Ministry of Forests, Lands & Natural Resource Operations
WILDFIRE MANAGEMENT
BRANCH

John Forrest

Forest Protection Technician
SUNSHINE COAST FIRE ZONE

Telephone: 604-485-2794
Cellular: 604-414-5089
Facsimile: 604-485-2798
e-mail: John.Forrest@gov.bc.ca

Mailing Address:
7077 Duncan Street
Powell River BC
V8A1W1

FD

re

heyre

July 5

0830 Arrived at ICP V10173 for briefing with Ops

Helio is LHB Air to C Silver G to G Gppel Blue T7 North DIV & South DIV

1045 Secured pass. area of origin from

engineers dropping tower.

1046 Lifting in helio to recce origin

s.22

Statement of s.22

s.22

designed new towers

In and out quickly at 1345-13. Was called due to concern over fire @ 1350. Was alerted to the building. Disarm alarm. An intruder searched in smoke. Heard crackling. Came out door, facing south. At 3 o'clock there was flame in grass.

At 1318 when at home, went into remote system. There were no issues. Took power down manually. No alarms on remote control system. Log of people at site. There are webstream cameras but nothing captured. Was last on site a week prior. When there was a later test alarm.

If anything goes wrong with transmitter i.e. a short, it would shut off. If this happened, an email would be sent at each stage. There is also a door alarm. Towers built in mid 1970s. West tower did inspections end of May, 9th on all towers. Chlois owns the land under towers.

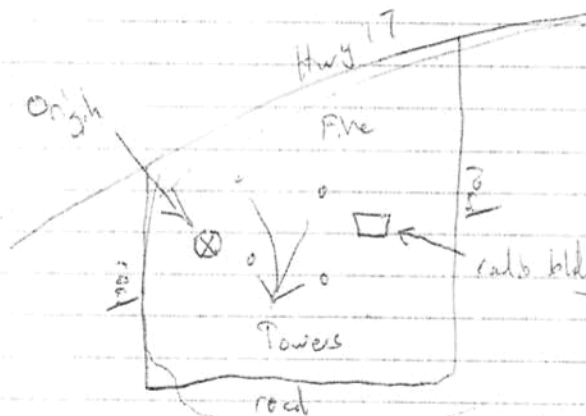
Brian Weltzin Delta Fire Department, Eagle 3 Captain. Was 2nd or 3rd on scene at 1220. Made trail and dragged 4" lines in by 1300. Did not see anyone on scene. Fire had not reached tower which is now damaged. Wind shifted to east at 1330. Fire had not

burned origin tower

2100 finished for day

Jul 6

0600 returned to V1073 to continue field data collection. Using aerial photos from Global news on day of ignition and heli recon have narrowed origin to small (40x40m) area West of radio tower.



0730 Completed flagging indicators.

0750 Established grid at location area.
Found melted glove (Evidence 1) 0.5m North of grid.



Ministry of Forests, Lands &
Natural Resource Operations
WILDFIRE MANAGEMENT
BRANCH

John Forrest

Forest Protection Technician
SUNSHINE COAST FIRE ZONE

Telephone: 604-485-2794

Cellular: 604-414-5089

Facsimile: 604-485-2798

e-mail: John.Forrest@gov.bc.ca

Mailing Address:

7077 Duncan Street

Powell River BC

V8A1W1

FIRE V70173

JERRY HUNTER

 **Blueline**

A796.01

Record
Registro



FIRE: V10173
Jerry HUNTER
637790

Columnar Book Livre à colonnes

Subject / Objet		
From / De		To / À

Recycled White Paper / Papier blanc recyclé
Hard Cover / Couverture rigide
Numbered Pages / Pages numérotées
10 1/4" x 7 11/16" (26 cm x 19.5 cm)

Product Type Genre de produit	Record Registre	2 Columns 2 colonnes	3 Columns 3 colonnes	Pages	Binding Reliure
Bound Book Livre relié	A82.01	-	A82.03	112	Perfect Binding Reliure collée
Bound Book Livre relié	A796.01	A796.02	A796.03	200	Perfect Binding Reliure collée
Bound Book Livre relié	A7963.01	-	-	300	Perfect Binding Reliure collée
AccountPRO*	A796C.01	-	-	200	Twin wire Spirale double
AccountPRO*	A7963C.01	-	-	300	Twin wire Spirale double

*AccountPRO: Patented / Breveté (U.S. Des Patent No. D463,487)



RECYCLED CONTENT - COMPOSANTES RECYCLÉES
Paper: Contains a minimum of 50% postconsumer fiber.
Papier: Contient au minimum 50 % de fibres postconsommation.
Canada - 1 800 361-9055 - E-mail: blueline@bluelineinc.com - www.blueline.com
U.S.A./E.-U. - 1 800 444-8043 - E-mail: redifurn@redifurn.com - www.redifurn.com
Mexico/Amérique - 011-52-477-775-1057 - E-mail: blueline@bluelineinc.com - www.blueline.com



Acid-free paper
Papier sans acide

V10173

2016-07-03-1300hrs Called by dispatch and told I will be going to a fire at Burn's Bay in Delta. 1400hrs. at AeroCentre at Victoria Airport to be picked up. 1510hrs Helicopter C-FVSP arrives with ^{s.22} 2P4A. 1540hrs. off Victoria Airport. 1647 on ground at Boundary Bay Airport. I took 5 images of the fire while in flight. The first was about 15 nm back, with the Tsawassen terminal and coal/container terminal in the foreground. The next four (4) images are from about 5 nm back. Photo 6 is the photo card. 1739 hrs. off Boundary Bay for fire. 1812 hrs on ground at NW corner of fire. 1908 I talk with ^{s.22} ... and saw a person running out of the fire @ 1330. Person was ^{s.22} of Bonus Entertainment ^{s.22} towers inside the fire ^{s.22} work ^{s.22} He ran into the bay to turn off the towers and their power. The building was "crackling", so he turned of the back up generator, which has two 100-gallon tanks feeding it. ^{s.22} 1945 hrs. I call ^{s.22} . He indicates that Delta Fire Department phoned him at 1318hrs

and requested he go into the transmission building and shut down transmissions so they could safely fight the fire. He went in to the transmission building a bit before 1400, and at that time the fire was about 100 feet to the west of the building. He then went into the structure, and shut off the transmitter. The structure then filled with smoke, and he could not get to the main power switch panel, so he shut the generator off. 2052 hrs. we left off the fire enroute Sechart. 2118 hrs on the ground at Sechart.

16.08.05 FRI

26

0843 - spoke w/ s.22

@ approx

0830 s.22

said that Metro
Van Crew Leader Tyler NORTON
spoke w/ Ocean Spray Cranberry
Farmer s.22 told

NORTON that a friends, friend
is a pilot who flew over the
fire before it started. The
pilot said that he observed a
wisp of smoke coming from one
of the towers. When he flew
back approx. 1hr later he
saw that the fire had spread.
Alex is trying to get a hold of

s.22

s.22

: It is taking some
time to track down the pilots
name r#.

- spoke w/ Engineer s.22

@ approx 0845. s.22

can

get me the system logs +
inspection reports by the end of
the day. s.22

1131 spoke w/

s.22



Ministry of Forests,
Lands & Natural
Resource Operations
BC Wildfire Service
KAMLOOPS FIRE CENTRE
www.wildfire.ca

Michael Sidow
FIRE ORIGIN AND CAUSE INVESTIGATOR
Mailing Address:
4000 Airport Road
Kamloops BC V2B 7X2
Telephone: (250) 320-1036
Facsimile: (250) 376-9732
Cell: (250) 320-1036
e-mail: Mike.Sidow@gov.bc.ca
Location:
Kamloops Airport, Kamloops B.C.

Page 041

Withheld pursuant to/removed as

DUPLICATE

provided name of friend
s.22

indicated that pilot who observed
smoke from tower was an
s.22 flying a

Dash 8.
s.22

suggested that coiled wire
at the base of towers can act
as transformers or conductors
+ catch fire.
s.22

is engineer who experienced
this issue in the 70s + 80s
w/ cable vision wire coils
located near CKNW towers.



Ministry of Forests,
Lands & Natural
Resource Operations
BC WILDFIRE SERVICE
KAMLOOPS FIRE CENTRE
www.wildfire.ca

Michael Sidow
FIRE ORIGIN AND CAUSE INVESTIGATOR
Mailing Address:
4000 Airport Road
Kamloops BC V2B 7X2
Telephone: (250) 320-1036
Facsimile: (250) 376-9732
Cell: (250) 320-1036
e-mail: Mike.Sidow@gov.bc.ca
Location:
Kamloops Airport, Kamloops B.C.

2016-08-11 THUR

28

1125

s.22

- unable to contact, contacted

s.22

- spoke w/ NRO James SMITH -

s.22

- spoke w/ s.22

@ approx 1149 hrs on Aug 10

s.22

Pilot.

Tracked down s.22

s.22

through
supervisor is
was flying

over burns bog @ approx 1000-
2000 ft when he observed semi
circle of orange flame in a
180° arc around the western most
radio tower. Unsure of time &
smoke drift. Wind possibly blowing
towards west. When he flew back over
a few days later fire was fully

involved s.22

Email-

LTRB-85

TRIFORM COPYRIGHT 1996



Michael Sidow
FIRE ORIGIN AND CAUSE INVESTIGATOR

Mailing Address:
4000 Airport Road
Kamloops BC V2B 7X2

Telephone: (250) 320-1036
Facsimile: (250) 376-9732
Cell: (250) 320-1036
e-mail: Mike.Sidow@gov.bc.ca

Location:
Kamloops Airport, Kamloops B.C.

Ministry of Forests,
Lands & Natural
Resource Operations
BC Wildfire Service
KAMLOOPS FIRE CENTRE
www.wildfire.ca

I ~~as~~ emailed ^{s.22} 2 photos
+ google earth map + asked
him to draw where he observed
the flames + scan them back
to me.

2016.08.12 FRI

0922 contacted West Tower yesterday
@ approx 1454 Spoke w/

s.22

West Tower crews would not
have left anything behind that
could have resulted in induction.

The rust on the insulator was
superficial + could not have
reasonably caused the fire.

There ~~are~~^{is} a transformer +

some other minor electrical in
the shelter. ^{s.22} indicated

that these transformers can
cause induction. He has seen
this occur with fluorescent light
bulbs that light up in the presence
of the generator. Any cause
related to a short circuit.



BRITISH
COLUMBIA

Ministry of Forests,
Lands & Natural
Resource Operations
BC Wildfire Service
KAMLOOPS FIRE CENTRE
www.wildfire.ca

Michael Sidow
FIRE ORIGIN AND CAUSE INVESTIGATOR
Mailing Address:
4000 Airport Road
Kamloops BC V2B 7X2
Telephone: (250) 320-1036
Facsimile: (250) 376-9732
Cell: (250) 320-1036
e-mail: Mike.Sidow@gov.bc.ca
Location:
Kamloops Airport, Kamloops B.C.



Michael Sidow
FIRE ORIGIN AND CAUSE INVESTIGATOR
Mailing Address:
4000 Airport Road
Kamloops BC V2B 7X2

Ministry of Forests,
Lands & Natural
Resource Operations
BC WILDFIRE SERVICE
KAMLOOPS FIRE CENTRE
www.wildfire.ca
Telephone: (250) 320-1036
Facsimile: (250) 376-9732
Cell: (250) 320-1036
e-mail: Mike.Sidow@gov.bc.ca
Location:
Kamloops Airport, Kamloops B.C.

should have caused a system alarm.

- spoke w/ ^{s.22} shortly after. ^{s.22} was very helpful + offered two possible theories of how the tower could start a fire.

1) Induction between the grounding system + the tower given the right weather conditions might produce arcing that could cause a fire. ^{s.22} has heard of this

occurring in the prairies, though typically during the winter when the RH is very low. ^{s.22} the low enough RH + a little bit of drying from the wind it is possible that this could cause a fire.

the grounding wires ^{are} ~~is~~ copper wires that are approx. 200-250 ft in length + run out from the tower in 360° approx. every 10°.

2) No. 2) short circuit from an

electrical system in the shelter
 - a short circuit would have sent
 an alarm + there was none.
 It also seems that the shelter
 burned after the start of the
 fire. Pilot didn't think shelter
 was burning, fire fighters said
 the shelter was not yet burning
 when they arrived. Indicates
 fire started outside the shelter,
 but near the tower. + that no
 Alarms do not start until approx
 2hrs after report, which also
 indicate the shelter burned later.
 A short circuit in the shelter
 should have led to the shelter
 burning first. Therefore, theory
 one is currently the most
 reasonable hypothesis for the
 cause of the fire.

1358 spoke w/ s.22

- he set the brakes on plane
 @ approx. 1134 hrs. 5min taxi.
 5min land. Saw fire @



Michael Sidow
 FIRE ORIGIN AND CAUSE INVESTIGATOR

Mailing Address:
 4000 Airport Road
 Kamloops BC V2B 7X2

Telephone: (250) 320-1036
 Facsimile: (250) 376-9732
 Cell: (250) 320-1036
 e-mail: Mike.Sidow@gov.bc.ca

Location:
 Kamloops Airport, Kamloops B.C.

Ministry of Forests,
 Lands & Natural
 Resource Operations
 BC WILDFIRE SERVICE
 KAMLOOPS FIRE CENTRE
 www.wildfire.ca

2016.07.04 MON

16

1100 FOC conference call

MORRISON *2 - 2 draft approx

HAMILTON *5 - 3 draft approx

WARD *4/5 - 1 draft

1417 deployed to Burns Bog incident by PWCC.

- Newsclips tonight.

spoke w Jerry HUNTER who responded yesterday Jerry provided 2 names. Said s.22

s.22 observed s.22

running out of the fire w/ blood on knees s.22

stopped + identified him Jerry s.22

interviewed @ 1318hrs

yesterday. s.22 is the chief engineer for Chorus Entertainment which has 4 transmission towers + a transmission str. in the area.

s.22 said he was contacted by Delta FD + that he went into the transmission str. to power it off. s.22

said that he observed the fire approx 100ft to the



Michael Sidow
FIRE ORIGIN AND CAUSE INVESTIGATOR
Mailing Address:
4000 Airport Road
Kamloops BC V2B 7X2

Ministry of Forests,
Lands & Natural
Resource Operations
BC WILDFIRE SERVICE
KAMLOOPS FIRE CENTRE
www.wildfire.ca

Telephone: (250) 320-1036
Facsimile: (250) 376-9732
Cell: (250) 320-1036
e-mail: Mike.Sidow@gov.bc.ca
Location:
Kamloops Airport, Kamloops B.C.

west of the building.

s.22



Chorus Entertainment radio stn.

Clint PARKER 250 951 4218

Drake BRAZLINS - Delta PD

(Investigator)

s.22

John FORREST 604 485 2788

Coast Logistics 250 951 4251

Jordan STROTHERS - IC

604 869 1784

1524 speaking w/ HUNTER - Fences
around private property &
double gates to access.

s.22

has seen dirt biking in the
past (couple bikes, a couple
years ago)

TASKS ① arrange to meet

s.22

+ have him annotate photos

② determine first responders

on-scene + interview (talk to Drake)



BRITISH
COLUMBIA

Ministry of Forests,
Lands & Natural
Resource Operations
BC WILDFIRE SERVICE
KAMLOOPS FIRE CENTRE
www.wildfire.ca

Michael Sidow
FIRE ORIGIN AND CAUSE INVESTIGATOR
Mailing Address:
4000 Airport Road
Kamloops BC V2B 7X2
Telephone: (250) 320-1036
Facsimile: (250) 376-9732
Cell: (250) 320-1036
e-mail: Mike.Sidow@gov.bc.ca
Location:
Kamloops Airport, Kamloops B.C.



BRITISH
COLUMBIA

Ministry of Forests,
Lands & Natural
Resource Operations
BC WILDFIRE SERVICE
KAMLOOPS FIRE CENTRE
www.wildfire.ca

Michael Sidow
FIRE ORIGIN AND CAUSE INVESTIGATOR

Mailing Address:
4000 Airport Road
Kamloops BC V2B 7X2

Telephone: (250) 320-1036
Facsimile: (250) 376-9732
Cell: (250) 320-1036
e-mail: Mike.Sidow@gov.bc.ca

Location:
Kamloops Airport, Kamloops B.C.

③ speak to initial callers + try
to determine first eyes on fire

2022 - 1604-414-5089 - John FORREST
departed KFC @ 1630 1/2 OT
break @ Subway @ 1700. Depart
for Coast @ 1730. 2020 hrs
fuel in Whatcom + contact
coastal dispatch + John FORREST.
@@ 2023 + depart

2130 @ hotel. @ shift. Starting Km 22008.
2016-07-05

0630 breakfast @ hotel

0711 @ breakfast. depart for bog.

0850 on-site @ 173. checked in
w/ Jim RICHARDS IC.

0900 - VHB - 407
- brief. AIG, A+A - silver
Gtcr - ground
BT7
- NDN - Mike GDRV
- 70 ha fire
- powerline along 80th
- ops 0700 - 1900 - breakfast 0600

0933 calling s.22

1783 85

TRAFFIC COPYRIGHT 1996



Michael Sidow
FIRE ORIGIN AND CAUSE INVESTIGATOR

Ministry of Forests,
Lands & Natural
Resource Operations
BC WILDFIRE SERVICE
KAMLOOPS FIRE CENTRE
www.wildfire.ca

Mailing Address:
4000 Airport Road
Kamloops BC V2B 7X2

Telephone: (250) 320-1036
Facsimile: (250) 376-9732
Cell: (250) 320-1036
e-mail: Mike.Sidow@gov.bc.ca

Location:
Kamloops Airport, Kamloops B.C.

19

s.22

1013 Westower - Tower engineers
s.22

1127 - @ flight of fire observed V-pattern
+ macro indicators that place the
general
s.22

- land is privately owned by
Chores.

1408 - @ initial assessment of general
origin area. walked clockwise.
we have identified + flagged the
general origin area + established
direction of main advance as
approx. 112° SE. (5) walk around
@ approx 1300 w/ FD. (5) placing
indicator flags.

1520 may 9th - replaced light bulbs + were
supervised by s.22 Says that
crews that replace bulbs do not



Ministry of Forests,
Lands & Natural
Resource Operations
BC Wildfire Service
KAMLOOPS FIRE CENTRE
www.wildfire.ca

Michael Sidow
FIRE ORIGIN AND CAUSE INVESTIGATOR

Mailing Address:
4000 Airport Road
Kamloops BC V2B 7X2

Telephone: (250) 320-1036
Facsimile: (250) 376-9732
Cell: (250) 320-1036
e-mail: Mike.Sidow@gov.bc.ca

Location:
Kamloops Airport, Kamloops B.C.

loss lightbulbs. Against safety
protocols. They carry them in a
bucket

s.22 hasn't seen or had any
issues w/ junkies

438km - 224km

1924- depart V10137 @ approx 1845

- off the m/c @ approx 1800

- NRO Meghan PAULS

604 702 5800

2016-07-06

0530 depart hotel

0600 on-site @ 173. @ breakfast.

0630 @ breakfast

0642 @ origin site staging.

0821 speaking to s.22

- had been out of the site,

pulled in @ 80th. s.22

2 vehicles. 1 member of the public

s.22 said

that he went in to de-energize
radio towers.

- 1359 took photo of business card.

s.22

- WSP - s.22
- 1080

1331 © documentation of indicators.
© approx 1315 hrs. while collecting
the glove investigators observed
that it was partially buried +
covered w/ dirt, moss + organic
material. The glove was weathered
+ determined to be old + unrelated
to the cause of the fire.
Investigators decided not to
collect the glove. The size of
the grid search area was also
reduced as a result of this
observation. Initially the grid
was expanded to include the
glove location.

1529 - walked closest treelines + no
indication of a lightning strike.
- © field investigation:
dbrasilns@delta.ca

1533 - depart site

1618 speaking w/ s.22 - 1339 s.22

KTRP-05

TRADEMARK COPYRIGHT 1996



Michael Sidow
FIRE ORIGIN AND CAUSE INVESTIGATOR

Mailing Address:
4000 Airport Road
Kamloops BC V2B 7X2

Telephone: (250) 320-1036
Facsimile: (250) 376-9732
Cell: (250) 320-1036
e-mail: Mike.Sidow@gov.bc.ca

Location:
Kamloops Airport, Kamloops B.C.

Ministry of Forests,
Lands & Natural
Resource Operations
BC WILDFIRE SERVICE
KAMLOOPS FIRE CENTRE
www.wildfire.ca



BRITISH
COLUMBIA

Ministry of Forests,
Lands & Natural
Resource Operations

BC WILDFIRE SERVICE
KAMLOOPS FIRE CENTRE
www.wildfire.ca

Michael Sidow

FIRE ORIGIN AND CAUSE INVESTIGATOR

Mailing Address:

4000 Airport Road
Kamloops BC V2B 7X2

Telephone: (250) 320-1036
Facsimile: (250) 376-9732

Cell: (250) 320-1036

e-mail: Mike.Sidow@gov.bc.ca

Location:

Kamloops Airport, Kamloops B.C.

came to gate + said that he had
been instructed to de-energize tower
1345- s.22 came back

- Fire Chief Dan COPELAND

said that s.22 was not instructed.

There was miscommunication w/
they told him to come to the
"site" to de-energize the lines.

Site to s.22 was the transmission
building to Delta PD was staying

1859 @ 1/2 OT meal break in there.

2115 @ Kamloops, unloading

2:30 @ shift

16-09-26
1013 spoke w/ s.22

- confirmed that radio towers are very highly energized + indicated that the specific energy levels vary significantly between sites. Can vary between 1,000-50,000 watts depending on the transmitter.

Michael Sidow
FIRE ORIGIN AND CAUSE INVESTIGATOR

Mailing Address:
4000 Airport Road
Kamloops BC V2B 7X2

Telephone: (250) 320-1036
Facsimile: (250) 376-9732
Cell: (250) 320-1036
e-mail: Mike.Sidow@gov.bc.ca

Location:
Kamloops Airport, Kamloops B.C.



Ministry of Forests,
Lands & Natural
Resource Operations
BC WILDFIRE SERVICE
KAMLOOPS FIRE CENTRE
www.wildfire.ca

MINISTRY OF FORESTS, LANDS AND NATURAL RESOURCE OPERATIONS

WILDFIRE MANAGEMENT BRANCH

FIRE/INCIDENT NO: V10173	DATE/TIME: July 6/16 0900	INVESTIGATOR(S): SLDOW & FERRER	Page 1 of 10
--------------------------	---------------------------	---------------------------------	--------------

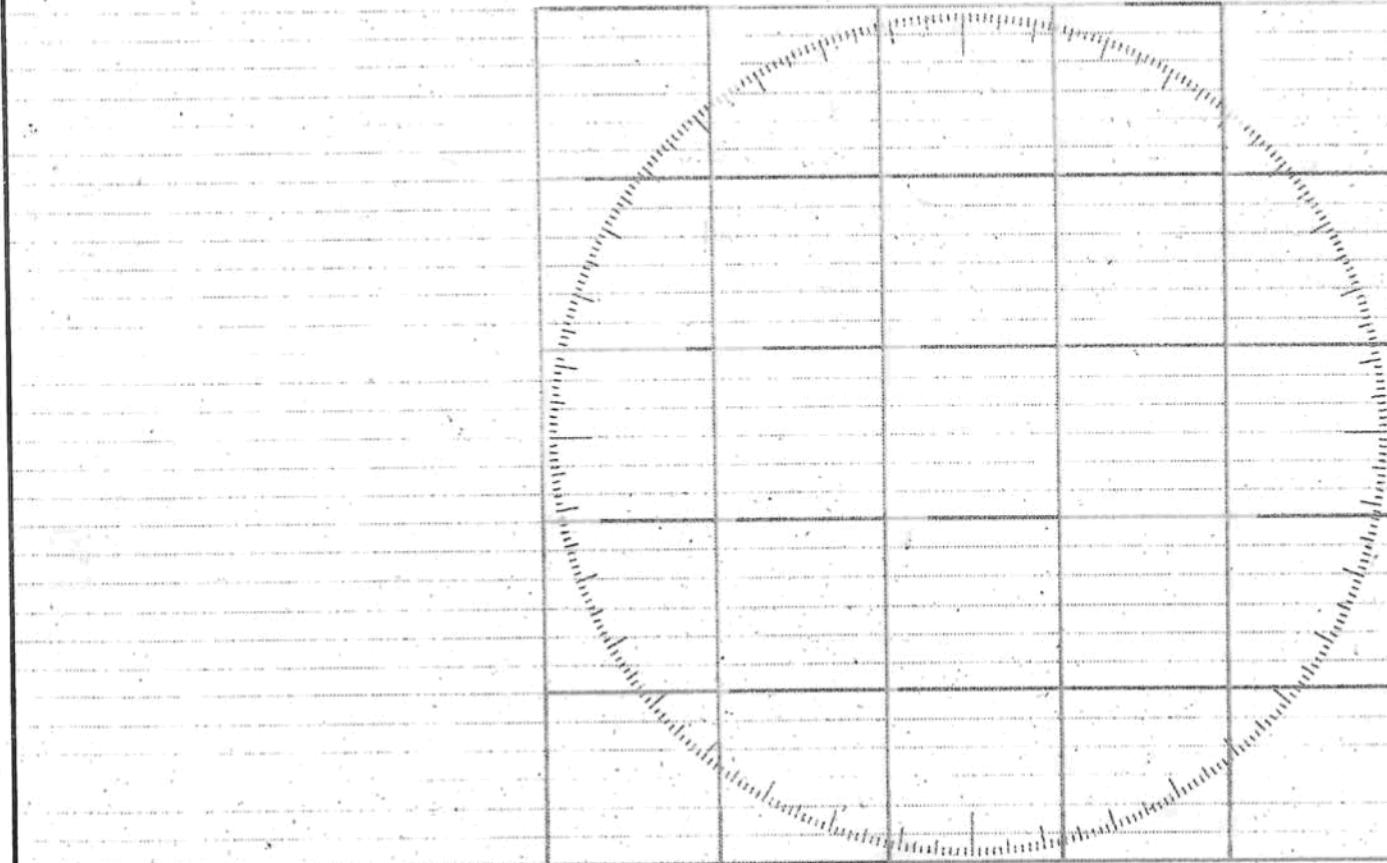
GPS INFO.: GPSmap 62s	CAMERA Infor.: Nikon B3100	GENERAL GEOGRAPHIC INFO.: BuRills Bog
-----------------------	----------------------------	---------------------------------------

Serial 5056343

FEATURE NUMBER	FEATURES A L B E P							USE IDENTIFIER	FIRE INDICATOR CATEGORY									FIRE DIR. BEARING	LOCATION		PHOTO NUMBER	REMARKS (use more than one line if required)		
									PROTECTION	GRASS STEM	FOLIAGE FREEZE	ANGLE OF CHAR	SPALLING	CURLING	SOOTING	STAINING	ASH DEPOSIT		CUPPING	"V" PATTERN			LAT	LONG
																							D° "	D° "
																							O°	O° "
1			X										95	.001	.421	PSC	File Card							
2			X										136	.002	.418	4292	-4318 Aerial photo overviews							
3			X										164	.005	.417	4319	Air fighters showing where fire was							
4			X										330	7.997	.411	4320	In their area							
5			X										273	8.002	.357	— 21	Overview at Ignition Area. Fire spread &							
6			X	G1										7.999	.360	— 22	nearest Radio tower							
7			X	B1									318	.999	.360	— 23	Overview of fire advance from ign. area							
8	X												158	.010	.374	— 24	Overview of ignition area relative to tower anchor							
9	X												28	.007	.373	— 25	Camera focused on anchor							
10	X												91	.005	.379	— 26	Overview ignition area looking to staging							
11	X												70	.002	.377	— 27	Fire advancing to radio tower							
12	X												"	.	".	— 28	Glass bulb broken 16km @ 318° to west tower							
13	X												78	.002	.372	— 29	Bulb in relation tower							
14	X												94	.002	.370	— 30	West radio tower 005 371 coord							
													18	.991	.371	— 31								
													53	.998	.372	— 32								
																	— 33							
																	— 34							
																	— 35							
																	— 36							

FF-106 IIRB 02 / 2012

INCIDENT:



SKETCH MAP LEGEND

- ↑ Advancing Burn Indicator
- ↪ Backing Burn Indicator
- △ Lateral Burn Indicator
- 🔥 Fire Perimeter
- ⊗ Fire Origin
- ♂ Spot Fire
- 🏠 Structure
- Wind(Direction/Speed)
- ◇ ◇ Aerial Retardant Drop
- XXXXX Completed Dozer Line
- Completed Handline
- ⚡ Decked Wood
- x-x Fence
- Highway
- Resource Road
- - Trail
- Creek
- 🌿 Swamp

MINISTRY OF FORESTS, LANDS AND NATURAL RESOURCE OPERATIONS
WILDFIRE ORIGIN & CAUSE REPORT FIELD DATA COLLECTION FORM

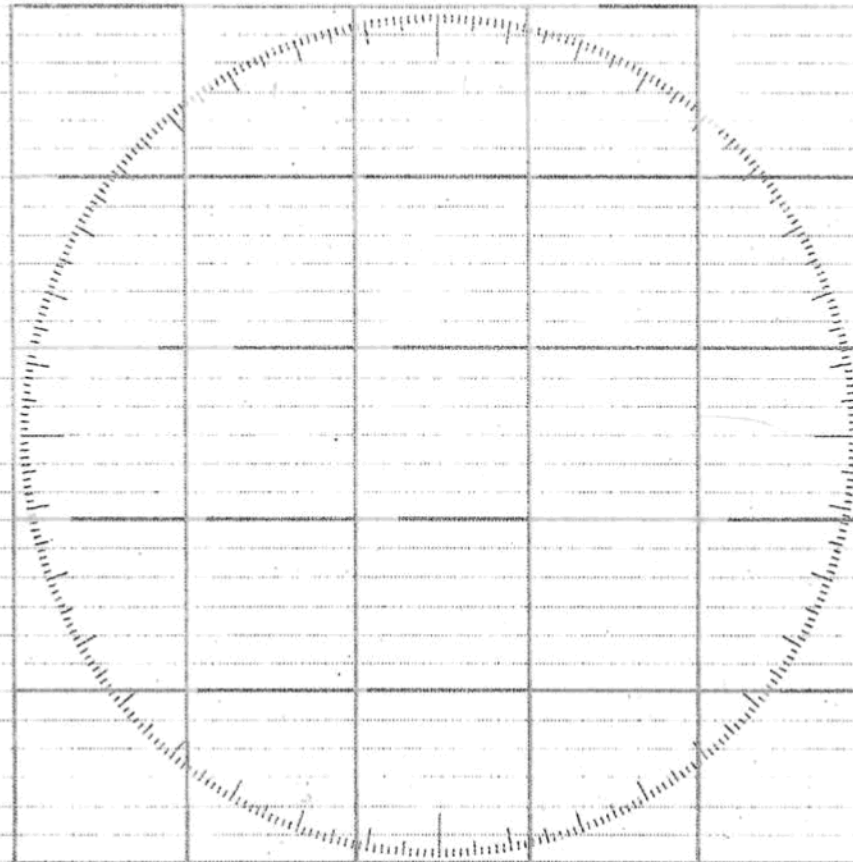
WILDFIRE MANAGEMENT BRANCH

FIRE/INCIDENT NO: V10173 DATE/TIME: 6 July 16 0900 INVESTIGATOR(S): FORREST S. POW Page 2 of 10
 GPS INFO.: GPS map 623 CAMERA Infor.: GENERAL GEOGRAPHIC INFO.: BURNS BOG

FEATURE NUMBER	FEATURES					USE IDENTIFIER	FIRE INDICATOR CATEGORY										FIRE DIR. BEARING	LOCATION		PHOTO NUMBER	REMARKS (use more than one line if required)
							PROTECTION	GRASS STEM	FOLIAGE FREEZE	ANGLE OF CHAR	SPALLING	CURLING	SOOTING	STAINING	ASH DEPOSIT	CUPPING		"V" PATTERN	49 LAT		
	N	W																			
	D° "	D° "																			
	0°	08	00																		
15	X														38	07° 49'	123° 37'	43	37		
16	X														136	• 995	• 368		38		
17	X														93	• 993	• 270		39		
	X															• "	• "		40		
	X															• "	• "		41		
	X															• "	• "		42		
18	X															138	• 989	• 366		43	
19	X															136	• 985	• 369		44	
20	X															117	• 982	• 373		45	
21	X															161	• 979	• 384		46	
22	X															146	• 974	• 382		47	
23	X															110	• 975	• 377		48	
24	X															166	• 978	• 375		49	
25	X															136	• 977	• 390		50	
26	X															143	• 979	• 390		51	
27	X															218	• 976	• 403		52	
28	X															200	• 979	• 412		53	
29	X															214	• 978	• 415		54	
30	X															129	• 980	• 402		55	
	X															4	• "	• "		56	
	X															11	• "	• "		57	
31	X															130	• 982	• 397		58	

FS1406 HPR 02/2013

INCIDENT:



SKETCH MAP LEGEND

- ↑ Advancing Burn Indicator
- ⌞ Backing Burn Indicator
- △ Lateral Burn Indicator
- ⊗ Fire Perimeter
- ⊗ Fire Origin
- ♂ Spot Fire
- ⬆ Structure
- Wind(Direction/Speed)
- ◇ ◇ Aerial Retardant Drop
- ⊗ ⊗ Completed Dozer Line
- Completed Handline
- ⊕ Decked Wood
- × × Fence
- Highway
- Resource Road
- - Trail
- Creek
- ⊗ Swamp

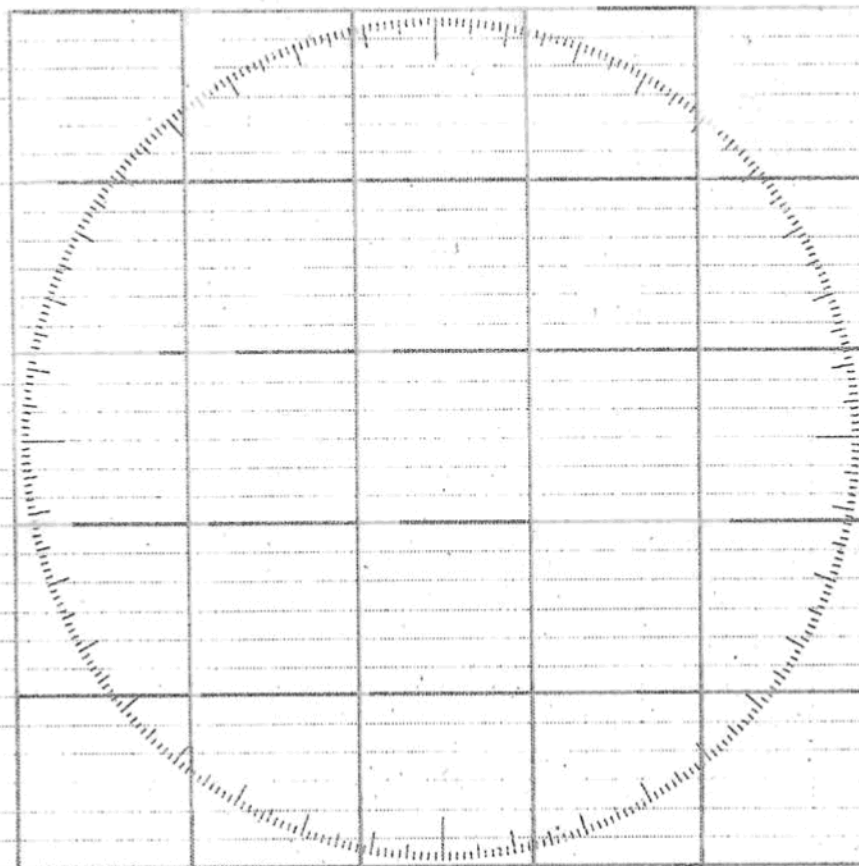
MINISTRY OF FORESTS, LANDS AND NATURAL RESOURCE OPERATIONS
WILDFIRE ORIGIN & CAUSE REPORT FIELD DATA COLLECTION FORM
WILDFIRE MANAGEMENT BRANCH

FIRE/INCIDENT NO: V10173 DATE/TIME: 6 July 16 0900 INVESTIGATOR(S): F-ORREST SIDOW Page 3 of 10
 GPS INFO.: GPSmap 620 CAMERA Infor.: Nikon GENERAL GEOGRAPHIC INFO.: BURNS BOG

FEATURE NUMBER	FEATURES					USE IDENTIFIER	FIRE INDICATOR CATEGORY										FIRE DIR. BEARING	LOCATION		PHOTO NUMBER	REMARKS (use more than one line if required)
							PROTECTION	GRASS STEM	FOLIAGE FREEZE	ANGLE OF CHAR	SPALLING	CURLING	SOOTING	STAINING	ASH DEPOSIT	CUPPING		"V" PATTERN	LAT		
	49 N	125 W																			
	D° "	D° "																			
32	X														173	• 982	• 393	59			
33	X														144	• 984	• 386	60			
34						X 62									1	• 987	• 370	61	Broken Glass light bulb fragments		
						X 62									1	• 11	• 11	62	as above, in relation to West tower		
						X 62									1	• 11	• 11	63	32.6m @ 8° to Radio tower		
35						X 63										• 990	• 382	63	Broken Glass light bulb		
						X 63										•	•	64	31.1m @ 35° to Radio Tower		
36	X						X								13	• 993	• 380	65			
37	X						X								22	• 991	• 375	66			
38	X						X								102	• 996	• 382	67			
39	X						X								68	• 998	• 375	68			
40	X						X								46	• 998	• 384	69			
41	X						X								44	• 998	• 381	70			
42	X						X								70	• 001	• 380	71			
43	X						X								40	• 001	• 376	72			
44	X						X								99	• 002	• 380	73			
45	X						X								110	• 000	• 386	74			
46	X						X								108	• 002	• 385	75			
47	X						X								"	• 11	• 11	76			
47	X						X								108	• 002	• 387	77			
48	X						X								109	• 006	• 388	78			
49	X						X								94	• 008	• 385	79			

FS1406 HPR 02/2013

INCIDENT:



SKETCH MAP LEGEND

- ↑ Advancing Burn Indicator
- ⌒ Backing Burn Indicator
- ▲ Lateral Burn Indicator
- ⊗ Fire Perimeter
- ⊗ Fire Origin
- ⊙ Spot Fire
- ⬆ Structure
- Wind(Direction/Speed)
- ◇ ◇ Aerial Retardant Drop
- XXXXX Completed Dozer Line
- Completed Handline
- ⊕ Decked Wood
- × × Fence
- Highway
- Resource Road
- - - Trail
- Creek
- ⊗ Swamp

MINISTRY OF FORESTS, LANDS AND NATURAL RESOURCE OPERATIONS

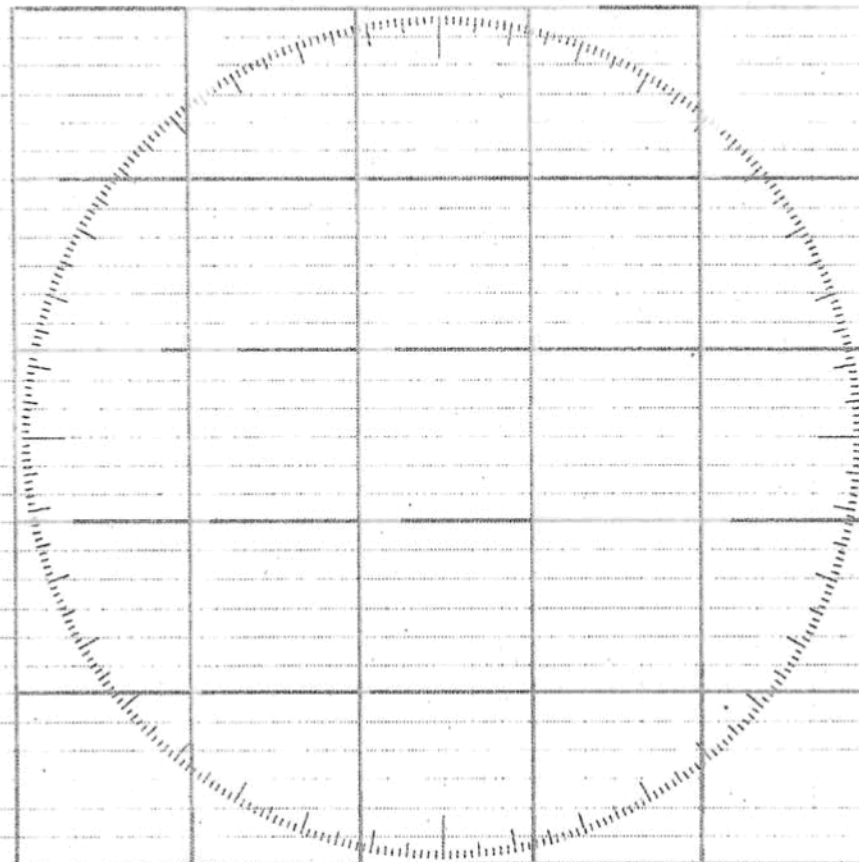
WILDFIRE ORIGIN & CAUSE REPORT FIELD DATA COLLECTION FORM

WILDFIRE MANAGEMENT BRANCH

FIRE/INCIDENT NO: V10173 DATE/TIME: 6 July 16 0900 INVESTIGATOR(S): FORREST JOHN Page 4 of 10
GPS INFO.: GPSmap 62s CAMERA Infor.: Nikon GENERAL GEOGRAPHIC INFO.: BURNS Bdg

FEATURE NUMBER	FEATURES					USE IDENTIFIER	FIRE INDICATOR CATEGORY										FIRE DIR. BEARING	LOCATION		PHOTO NUMBER	REMARKS (use more than one line if required)
							PROTECTION	GRASS STEM	FOLIAGE FREEZE	ANGLE OF CHAR	SPALLING	CURLING	SOOTING	STAINING	ASH DEPOSIT	CUPPING		"V" PATTERN	LAT		
	A	L	B	E	P																
50	X															89	• 009	• 384		80	
51	X															126	• 008	• 379		81	
52	X															60	• 014	• 378		82	
53	X															136	7 • 999	• 392		83	
54	X															136	• 997	• 396		84	
55	X															141	• 995	• 397		85	
56	X															183	• 986	• 404		86	
57	X															200	• 984	• 409		87	
58	X															133	• 983	• 409		88	
59	X															208	• 985	• 411		89	
60	X															191	• 988	• 411		90	
61	X															180	• 990	• 412		91	
62	X															162	• 989	• 413		92	
63	X															189	• 983	• 418		93	
64	X															146	• 993	• 413		94	
65	X															146	• 993	• 409		95	
66	X															124	• 990	• 409		96	
67	X															124	• 991	• 410		97	
68	X															168	• 988	• 406		98	
69	X															116	• 995	• 400		99	
70						X 64										-	• 990	• 382		100	Light bulb fragment
						64										44	• "	• "		101	In relation 31.5m @ 44° to West Tower

INCIDENT:



SKETCH MAP LEGEND

- ↑ Advancing Burn Indicator
- ⌒ Backing Burn Indicator
- ▲ Lateral Burn Indicator
- ⊗ Fire Perimeter
- ⊗ Fire Origin
- ⊗ Spot Fire
- ⬆ Structure
- Wind(Direction/Speed)
- ◇ ◇ Aerial Retardant Drop
- XXXXX Completed Dozer Line
- Completed Handline
- ⊕ Decked Wood
- × × Fence
- Highway
- Resource Road
- - Trail
- Creek
- ⊗ Swamp

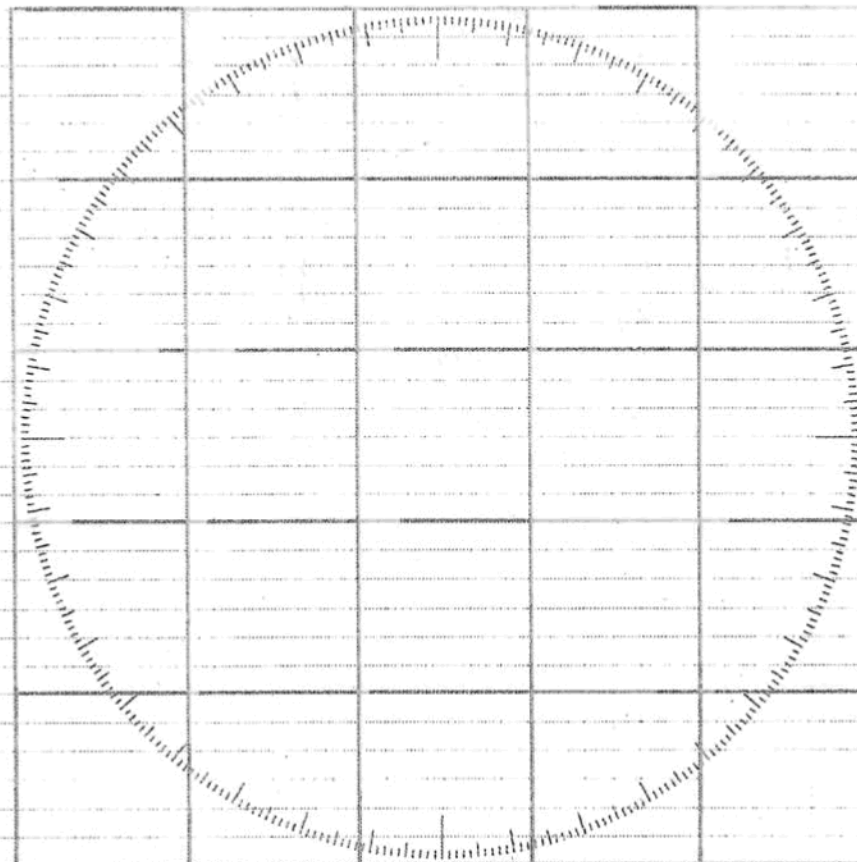
MINISTRY OF FORESTS, LANDS AND NATURAL RESOURCE OPERATIONS
WILDFIRE ORIGIN & CAUSE REPORT FIELD DATA COLLECTION FORM

WILDFIRE MANAGEMENT BRANCH

FIRE/INCIDENT NO: V10173 DATE/TIME: 6 July 16 0900 INVESTIGATOR(S): FORREST SLOW Page 5 of 10
 GPS INFO.: GPS map 624 CAMERA Infor.: Nikon GENERAL GEOGRAPHIC INFO.: BURNS Bog

FEATURE NUMBER	FEATURES					USE IDENTIFIER	FIRE INDICATOR CATEGORY										FIRE DIR. BEARING	LOCATION		PHOTO NUMBER	REMARKS (use more than one line if required)	
							PROTECTION	GRASS STEM	FOLIAGE FREEZE	ANGLE OF CHAR	SPALLING	CURLING	SOOTING	STAINING	ASH DEPOSIT	CUPPING		"V" PATTERN	LAT			LONG
	A	L	B	E	P																	
	0°	D°	"	D°	"																	
71		X					X								58	07	995	383	102			
72		X					X								16		996	385	103			
73		X					X								84		993	385	104			
74		X					X								101		993	384	105			
75	X						X								122		994	390	106			
76	X						X								156	8	001	398	107			
77		X					X								64		002	397	108			
78		X					X								49		003	400	109			
79		X					X								38		006	401	110			
80		X					X								100		009	398	111			
81		X					X								22		011	399	112			
82		X					X								—		011	399	113			
83		X					X								—		011	397	114			
84		X					X								11		015	403	115			
85	X						X								98		010	408	116			
86		X					X								312		012	410	117			
87		X					X								312		017	412	118			
88		X					X								311		011	414	119			
89		X					X								316		009	409	120			
90		X					X								306		009	412	121			
91	X						X								44		007	410	122			
92	X						X								64		007	410	123			

INCIDENT:



SKETCH MAP LEGEND

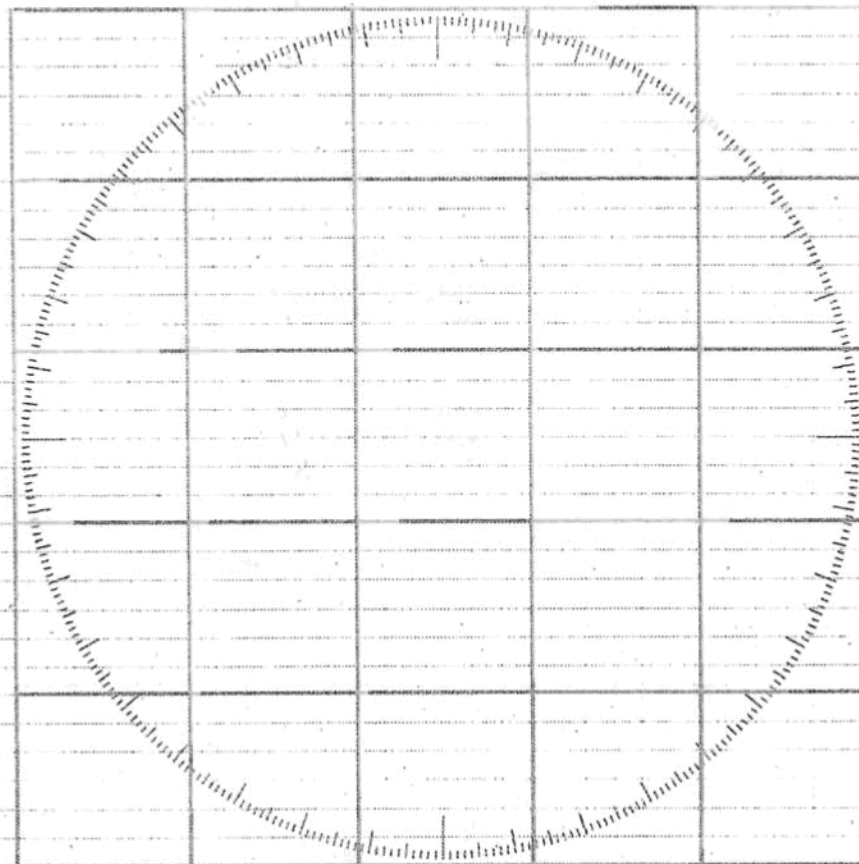
- ↑ Advancing Burn Indicator
- ⌒ Backing Burn Indicator
- △ Lateral Burn Indicator
- ⊗ Fire Perimeter
- ⊗ Fire Origin
- ⊗ Spot Fire
- ⬛ Structure
- Wind(Direction/Speed)
- ◇ ◇ Aerial Retardant Drop
- XXXXX Completed Dozer Line
- Completed Handline
- ⊕ Decked Wood
- × × Fence
- Highway
- Resource Road
- - Trail
- Creek
- ⊗ Swamp

MINISTRY OF FORESTS, LANDS AND NATURAL RESOURCE OPERATIONS
WILDFIRE ORIGIN & CAUSE REPORT FIELD DATA COLLECTION FORM
WILDFIRE MANAGEMENT BRANCH

FIRE/INCIDENT NO: 010173 DATE/TIME: 6 July 16 0900 INVESTIGATOR(S): FORREST SIDOW Page 6 of 10
 GPS INFO.: Gps Map 62g CAMERA Infor.: Nikon GENERAL GEOGRAPHIC INFO.: BURNS DOG

FEATURE NUMBER	FEATURES A L B E P					USE IDENTIFIER	FIRE INDICATOR CATEGORY										FIRE DIR. BEARING 0°	LOCATION		PHOTO NUMBER	REMARKS (use more than one line if required)	
							PROTECTION	GRASS STEM	FOLIAGE FREEZE	ANGLE OF CHAR	SPALLING	CURLING	SOOTING	STAINING	ASH DEPOSIT	CUPPING		"V" PATTERN	LAT 49° N D° "			LONG 123° W D° "
92	X					X											64	• 006	• 409	124		
93	X					X											71	• 004	• 411	125		
94	X					X											44	• 004	• 410	126		
95	X					X											10	• 006	• 411	127		
96	X					X											94	• 001	• 408	128		
97	X					X											76	• 001	• 408	129		
98	X					X											127	7• 999	• 407	130		
99	X					X											80	• 997	• 402	131		
100	X																97	• 999	• 408	132		
01	X																"	• "	• "	133		
02	X					X											128	• 997	• 406	134		
03	X					X											140	• 997	• 405	135		
04	X					X											110	• 995	• 404	136		
05	X																142	• 996	• 410	137		
06	X					X											153	• 996	• 407	138		
07	X					X											"	• "	• "	139		
08	X					X											110	• 999	• 410	140		
09	X																110	• 999	• 410	141		
10		X				X											352	• 004	• 414	142		
11		X				X											10	• 003	• 413	143		
12		X				X											356	• 004	• 414	144		
13		X				X											20	• 005	• 415	145		

INCIDENT:



SKETCH MAP LEGEND

- ↑ Advancing Burn Indicator
- u Backing Burn Indicator
- △ Lateral Burn Indicator
- ⊗ Fire Perimeter
- ⊗ Fire Origin
- Spot Fire
- Structure
- Wind(Direction/Speed)
- ◇ ◇ Aerial Retardant Drop
- XXXXX Completed Dozer Line
- Completed Handline
- ⊕ Decked Wood
- × × Fence
- Highway
- Resource Road
- - - Trail
- Creek
- ⊗ Swamp

MINISTRY OF FORESTS, LANDS AND NATURAL RESOURCE OPERATIONS

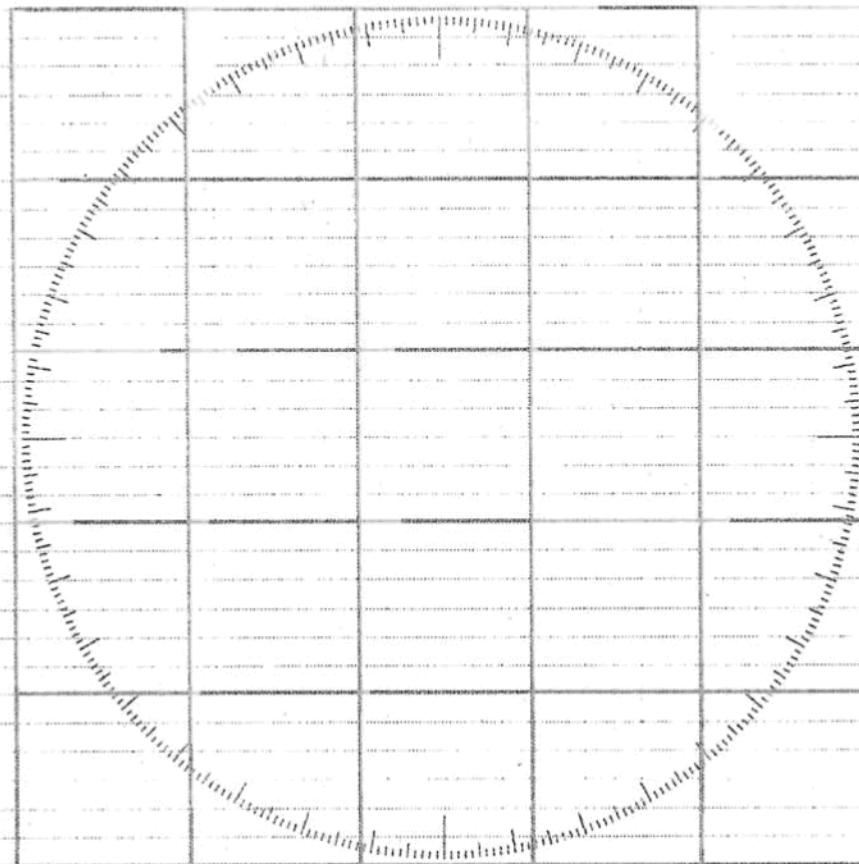
WILDFIRE ORIGIN & CAUSE REPORT FIELD DATA COLLECTION FORM

WILDFIRE MANAGEMENT BRANCH












FIRE/INCIDENT NO: V10173 DATE/TIME: 6 Jul 16 0900 INVESTIGATOR(S): Burns Sidew Page 7 of 10
GPS INFO.: GPS map 623 CAMERA Infor.: Nikon GENERAL GEOGRAPHIC INFO.: BURNS BOG

FEATURE NUMBER	FEATURES A L B E P					USE IDENTIFIER	FIRE INDICATOR CATEGORY										FIRE DIR. BEARING 0°	LOCATION		PHOTO NUMBER	REMARKS (use more than one line if required)					
							PROTECTION	GRASS STEM	FOLIAGE FREEZE	ANGLE OF CHAR	SPALLING	CURLING	SOOTING	STAINING	ASH DEPOSIT	CUPPING		"V" PATTERN	LAT 49° N D° "			LONG 123° W D° "				
																							LAT		LONG	
																							D°	"	D°	"
114			X				X									282	•003	•417	146							
15			X				X									314	•003	•415	147							
16			X				X									342	•005	•415	148							
17			X				X									38	•003	•413	149							
18			X				X									240	•	•	150							
19			X				X									12	•003	•416	151							
20			X				X									50	•003	•409	152							
21			X				X									50	•004	•415	153							
22			X				X									94	•003	•413	154							
23	X						X									136	•001	•409	155							
24	X						X									158	•001	•414	156							
25	X						X									126	•001	•412	157							
26		X												X		62	•000	•413	158							
27	X						X								X	132	•000	•415	159							
28	X						X									191	•001	•415	160							
29	X						X									214	•001	•414	161							
30		X					X								X	229	•001	•418	162							
31			X				X									318	•001	•417	163							
32			X				X									312	•002	•416	164							
33			X				X									320	•002	•417	165							
34			X				X									306	•004	•417	166							
35			X				X									238	•600	•420	167							

INC IDENT:



SKETCH MAP LEGEND

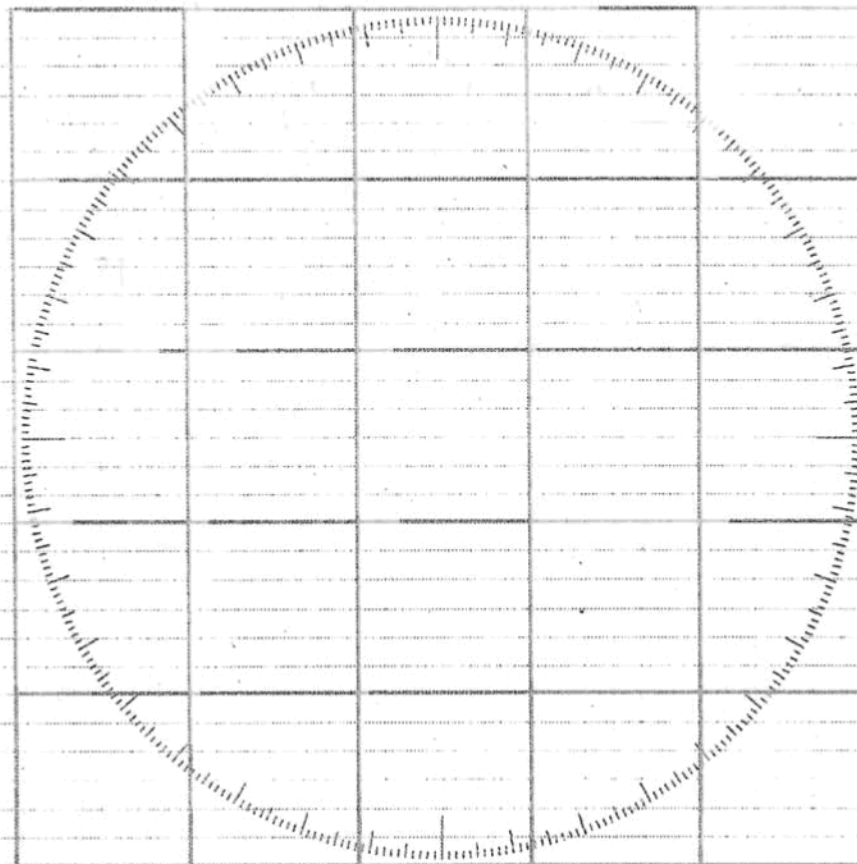
-  Advancing Burn Indicator
-  Backing Burn Indicator
-  Lateral Burn Indicator
-  Fire Perimeter
-  Fire Origin
-  Spot Fire
-  Structure
-  Wind(Direction/Speed)
-  Aerial Retardant Drop
-  Completed Dozer Line
-  Completed Handline
-  Decked Wood
-  Fence
-  Highway
-  Resource Road
-  Trail
-  Creek
-  Swamp

MINISTRY OF FORESTS, LANDS AND NATURAL RESOURCE OPERATIONS
WILDFIRE ORIGIN & CAUSE REPORT FIELD DATA COLLECTION FORM
WILDFIRE MANAGEMENT BRANCH



















FIRE/INCIDENT NO: V10173 DATE/TIME: 6 Jul 16 0900 INVESTIGATOR(S): F. K. J. T. G. Daw Page 8 of 10
 GPS INFO.: GPS map 625 CAMERA Infor.: Nikon GENERAL GEOGRAPHIC INFO.: BURNS BSC

FEATURE NUMBER	FEATURES					USE IDENTIFIER	FIRE INDICATOR CATEGORY										FIRE DIR. BEARING	LOCATION		PHOTO NUMBER	REMARKS (use more than one line if required)
							PROTECTION	GRASS STEM	FOLIAGE FREEZE	ANGLE OF CHAR	SPALLING	CURLING	SOOTING	STAINING	ASH DEPOSIT	CUPPING		"V" PATTERN	49 LAT		
	N		W																		
	D°	"	D°	"																	
	A	L	B	E	P														0°		
136			X			X									292	• 998	• 418	168			
37			X			X									280	• 999	• 420	169			
38	X					X									158	• 996	• 416	170			
39		X				X									194	• 995	• 419	171			
40		X				X									212	• 996	• 418	172			
41		X				X									260	• 995	• 417	173			
42	X														180	• 995	• 417	174			
43	X														142	• 994	• 414	175			
44	X														126	• 996	• 414	176			
45	X					X									136	• 996	• 414	177			
46	X					X									124	• 997	• 412	178			
47	X														76	• 998	• 410	179			
48	X					X									71	• 998	• 409	180			
49	X					X									118	• 999	• 410	181			
50	X														140	• 997	• 412	182			
51	-					-									"	• "	• "	183			
52	X														129	8• 000	• 413	184			
53	X					X			X						208	7• 999	• 415	185			
54	X					X									208	• 998	• 416	186			
55	X					X									208	• 996	• 417	187			
56	X														158	• "	• "	188			
57	X					X									170	• "	• "	189			

INC IDENT:



SKETCH MAP LEGEND

-  Advancing Burn Indicator
-  Backing Burn Indicator
-  Lateral Burn Indicator
-  Fire Perimeter
-  Fire Origin
-  Spot Fire
-  Structure
-  Wind(Direction/Speed)
-  Aerial Retardant Drop
-  Completed Dozer Line
-  Completed Handline
-  Decked Wood
-  Fence
-  Highway
-  Resource Road
-  Trail
-  Creek
-  Swamp

MINISTRY OF FORESTS, LANDS AND NATURAL RESOURCE OPERATIONS
WILDFIRE ORIGIN & CAUSE REPORT FIELD DATA COLLECTION FORM

WILDFIRE MANAGEMENT BRANCH

FIRE/INCIDENT NO: 11073 DATE/TIME: 6 July 0700 INVESTIGATOR(S): FORKEST S.Dow Page 9 of 10
 GPS INFO.: Gpsmap 825 CAMERA Infor.: Nikon GENERAL GEOGRAPHIC INFO.: BURNS BOG

FEATURE NUMBER	FEATURES					USE IDENTIFIER	FIRE INDICATOR CATEGORY										FIRE DIR. BEARING	LOCATION		PHOTO NUMBER	REMARKS (use more than one line if required)
							PROTECTION	GRASS STEM	FOLIAGE FREEZE	ANGLE OF CHAR	SPALLING	CURLING	SOOTING	STAINING	ASH DEPOSIT	CUPPING		"V" PATTERN	49 LAT		
	0°	D° "	D° "																		
	A	L	B	E	P																
158	X					X										276	• 916	• 417	490		
59	X					X										213	8 • 001	• 415	491		
60	X					X										162	• 001	• 414	492		
61	X					X										167	• 001	• 415	493		
62	X					X										"	• "	• "	494		
63	X					X										120	• 001	• 412	495		
64		X				X										50	• 004	• 414	496		
65		X				X										003	• 002	• 414	497		
66	X															02	• 002	• 415	498		
67	X															• 001	• 414	499			
68	X															• "	• "	500			
69	X															• "	• "	501			
70	X															• "	• "	502			
71	X															• "	• "	503			
72	X															• 001	• 416	504			
73	X															109	• 001	• 406	505		
74	X															90	• 000	• 401	506		
75	X															148	• 003	• 404	507		
76	X															150	• 007	• 405	508		
77	X															176	• 007	• 403	509		
78	X															279	• 006	• 416	510		
79	X															• 001	• 412	511			

FS1406 HPR 02/2013

517 Melted glove near origin

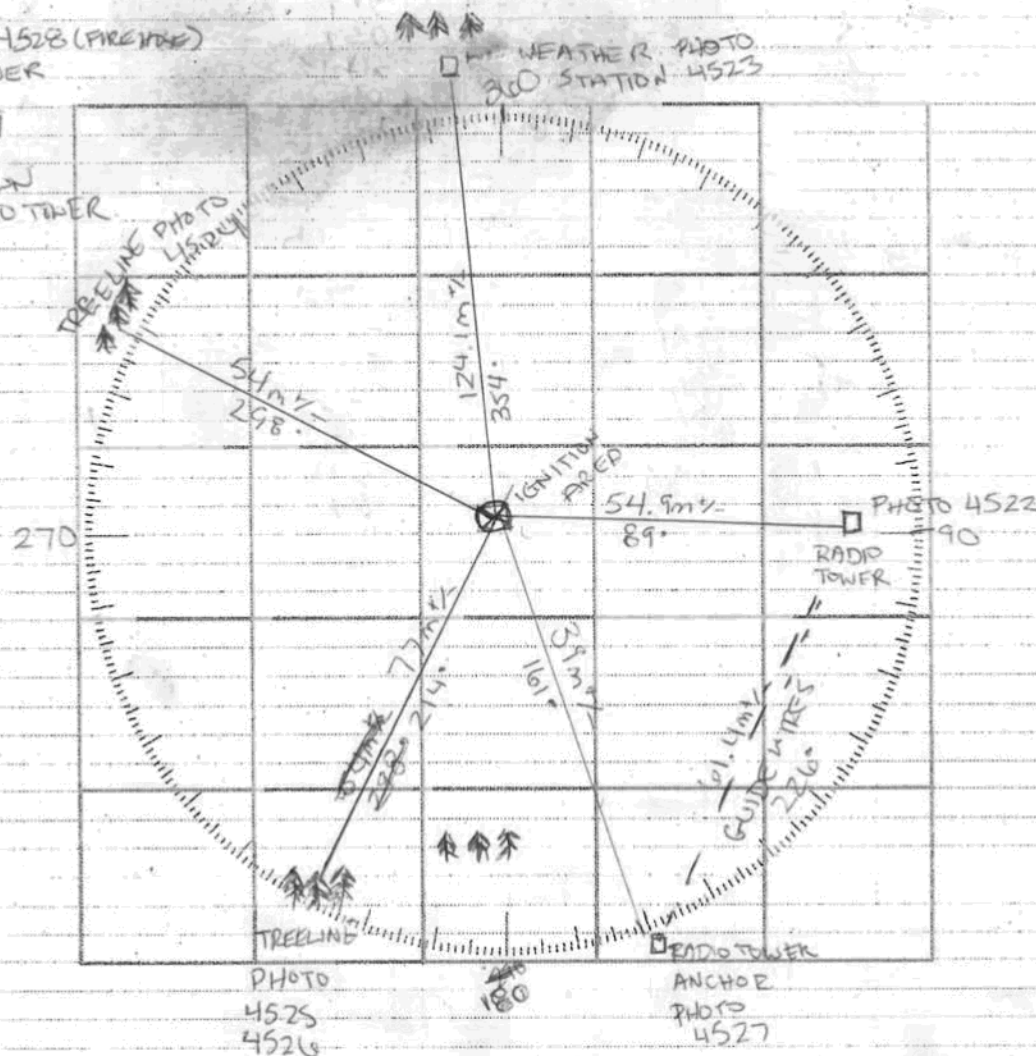
INCIDENT: V10173

OVERVIEW MAP

16-07-06 1437HRS
MIKE SIDOW

SKETCH MAP LEGEND

- ↑ Advancing Burn Indicator
- ⌒ Backing Burn Indicator
- △ Lateral Burn Indicator
- ⊗ Fire Perimeter
- ⊗ Fire Origin
- Spot Fire
- Structure
- Wind(Direction/Speed)
- ◇ ◇ Aerial Retardant Drop
- XXXXX Completed Dozer Line
- Completed Handline
- ⊕ Decked Wood
- × × Fence
- Highway
- Resource Road
- - - Trail
- Creek
- ⊕ Swamp



MINISTRY OF FORESTS, LANDS AND NATURAL RESOURCE OPERATIONS

WILDFIRE ORIGIN & CAUSE REPORT FIELD DATA COLLECTION FORM

FIRE/INCIDENT NO: V10173	DATE/TIME: 6 July 12 0900	INVESTIGATOR(S): FORREST SLOW	Page 10 of 10
--------------------------	---------------------------	-------------------------------	---------------

GPS INFO.: GPS Map 625	CAMERA Infor.: Nikon	GENERAL GEOGRAPHIC INFO.: Burns Bog
------------------------	----------------------	-------------------------------------

[illegible]

INCIDENT:

GRID SEARCH MAP

M.K. Sidow 16.07.06 14:06hrs

1330 - ③ visual search - nothing found

357 - Magnet Search - nothing found

1427 - @ soil sift

1430- 8 search nothing found

155 w.

IGNITION AREA COORD

49.08.002

123 00.413

SKETCH MAP LEGEND

- ↑ Advancing Burn Indicator
- ⤵ Backing Burn Indicator
- ▲ Lateral Burn Indicator
- 🔥 Fire Perimeter
- ⊗ Fire Origin
- ♂ Spot Fire
- 🏠 Structure
- Wind(Direction/Speed)
- ◇ ◇ Aerial Retardant Drop
- XXXXX Completed Dozer Line
- Completed Handline
- ⚡ Decked Wood
- ×—× Fence
- Highway
- Resource Road
- - Trail
- Creek
- 🌿 Swamp



s.22

Aug 9, 2016

2016.07.05 11:03



s.22

s.22

Aug 9, 2016

2016.07.05 11:09



7/5/2016

s.22

12:00

s.22

1:40-1:45
- metro van

...
7:50am
main
TRANSMITTER
BLDG.

1970's
Towers

COMMON
PINT BLDG

2002

s.22



July 5 12:17
B. Wild #160
Brian Weltzin







IMG_7013.JPG

Latitude: N 49°8.004' (49°8'0.2"), Longitude: W 123°0.368' (123°0'22.1"), Altitude:-1.60m



IMG_7014.JPG

Latitude: N 49°8.004' (49°8'0.2"), Longitude: W 123°0.370' (123°0'22.2"), Altitude:-2.49m



IMG_7015.JPG

Latitude: N 49°8.006' (49°8'0.4"), Longitude: W 123°0.372' (123°0'22.3"), Altitude:-3.42m



IMG_7016.JPG

Latitude: N 49°8.006' (49°8'0.4"), Longitude: W 123°0.372' (123°0'22.3"), Altitude:-3.67m



IMG_7017.JPG

Latitude: N 49°8.006' (49°8'0.4"), Longitude: W 123°0.372' (123°0'22.3"), Altitude:-4.02m



IMG_7018.JPG

Latitude: N 49°8.005' (49°8'0.3"), Longitude: W 123°0.372' (123°0'22.3"), Altitude:-5.28m



IMG_7019.JPG

Latitude: N 49°8.005' (49°8'0.3"), Longitude: W 123°0.370' (123°0'22.2"), Altitude:-5.66m



IMG_7020.JPG

Latitude: N 49°8.005' (49°8'0.3"), Longitude: W 123°0.370' (123°0'22.2"), Altitude:-5.67m



IMG_7021.JPG

Latitude: N 49°8.008' (49°8'0.5"), Longitude: W 123°0.368' (123°0'22.1"), Altitude:-6.54m



IMG_7022.JPG

Latitude: N 49°8.007' (49°8'0.4"), Longitude: W 123°0.368' (123°0'22.1"), Altitude:-7.10m



IMG_7023.JPG

Latitude: N 49°8.007' (49°8'0.4"), Longitude: W 123°0.368' (123°0'22.1"), Altitude:-6.99m



IMG_7024.JPG

Latitude: N 49°8.007' (49°8'0.4"), Longitude: W 123°0.368' (123°0'22.1"), Altitude:-6.40m



IMG_7025.JPG

Latitude: N 49°8.007' (49°8'0.4"), Longitude: W 123°0.368' (123°0'22.1"), Altitude:-6.28m



DSCN0411.JPG

Latitude: ---, Longitude: ---, Altitude (Barometer): 944.00m



DSCN0412.JPG

Latitude: N 49°4.055' (49°4'3.3"), Longitude: W 123°8.192' (123°8'11.5"), Altitude (Barometer): 956.00m



DSCN0413.JPG

Latitude: N 49°3.448' (49°3'26.9"), Longitude: W 123°5.945' (123°5'56.7"), Altitude (Barometer): 825.00m



DSCN0414.JPG

Latitude: N 49°4.337' (49°4'20.2"), Longitude: W 123°6.254' (123°6'15.3"), Altitude (Barometer): 577.00m



DSCN0415.JPG

Latitude: N 49°4.708' (49°4'42.5"), Longitude: W 123°1.585' (123°1'35.1"), Altitude (Barometer): 54.00m



DSCN0416.JPG

Latitude: N 49°4.791' (49°4'47.5"), Longitude: W 123°0.441' (123°0'26.5"), Altitude (Barometer): -35.00m



DSCN0417.JPG

Latitude: N 49°7.888' (49°7'53.3"), Longitude: W 123°1.071' (123°1'4.3"), Altitude (Barometer): 128.00m



DSCN0418.JPG

Latitude: N 49°7.732' (49°7'43.9"), Longitude: W 123°0.811' (123°0'48.7"), Altitude (Barometer): 101.00m



DSCN0419.JPG

Latitude: N 49°7.690' (49°7'41.4"), Longitude: W 123°0.211' (123°0'12.6"), Altitude (Barometer): 97.00m



DSCN0420.JPG

Latitude: N 49°8.034' (49°8'2.1"), Longitude: W 122°59.633' (122°59'38.0"), Altitude (Barometer): 100.00m



DSCN0421.JPG

Latitude: N 49°8.701' (49°8'42.1"), Longitude: W 122°59.180' (122°59'10.8"), Altitude (Barometer): 144.00m



DSCN0422.JPG

Latitude: N 49°8.335' (49°8'20.1"), Longitude: W 123°0.900' (123°0'54.0"), Altitude (Barometer): 112.00m



Jerry's image from the south.JPG

Latitude: N 49°7.690' (49°7'41.4"), Longitude: W 123°0.211' (123°0'12.6"), Altitude (Barometer): 97.00m



Jerry's image from the south, about 3.5 miles back.JPG

Latitude: N 49°4.708' (49°4'42.5"), Longitude: W 123°1.585' (123°1'35.1"), Altitude (Barometer): 54.00m



Jerry's image from the south-west, 5 miles back.JPG

Latitude: N 49°4.055' (49°4'3.3"), Longitude: W 123°8.192' (123°8'11.5"), Altitude (Barometer): 956.00m



Jerry's image from the west at 2 km back.JPG

Latitude: N 49°7.888' (49°7'53.3"), Longitude: W 123°1.071' (123°1'4.3"), Altitude (Barometer): 128.00m



Jerry's image of fire from NW over the Fraser R.JPG
Latitude: N 49°8.335' (49°8'20.1"), Longitude: W 123°0.900' (123°0'54.0"), Altitude (Barometer): 112.00m



Jerry's image of the east flank of the fire, looking north-east.JPG
Latitude: N 49°8.034' (49°8'2.1"), Longitude: W 122°59.633' (122°59'38.0"), Altitude (Barometer): 100.00m



Jerry's image of the fire from highway 17, looking west.JPG
Latitude: N 49°8.701' (49°8'42.1"), Longitude: W 122°59.180' (122°59'10.8"), Altitude (Barometer): 144.00m



Jerry's image of the fire from over the coal port.JPG
Latitude: ---, Longitude: ---, Altitude (Barometer): 944.00m



Jerry's image of the fire from the south-west.JPG
Latitude: N 49°7.732' (49°7'43.9"), Longitude: W 123°0.811' (123°0'48.7"), Altitude (Barometer): 101.00m



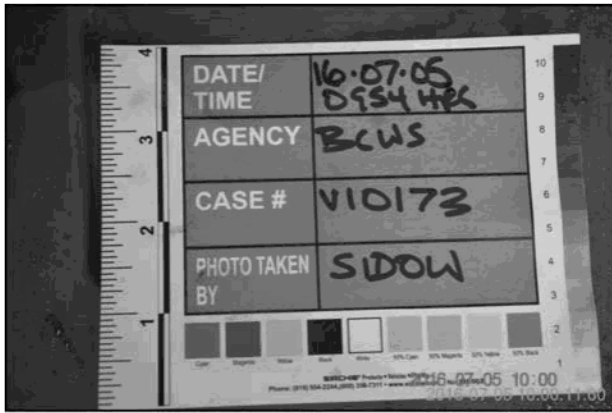
Jerry's second image from the south-west.JPG
Latitude: N 49°3.448' (49°3'26.9"), Longitude: W 123°5.945' (123°5'56.7"), Altitude (Barometer): 825.00m



Jerry's third image from the south-west.JPG
Latitude: N 49°4.337' (49°4'20.2"), Longitude: W 123°6.254' (123°6'15.3"), Altitude (Barometer): 577.00m



Photo card for fire V10173.JPG
Latitude: N 49°4.791' (49°4'47.5"), Longitude: W 123°0.441' (123°0'26.5"), Altitude (Barometer): -35.00m



DSC_4291.JPG

Latitude: N 49°8.092' (49°8'5.5"), Longitude: W 123°0.597' (123°0'35.8"), Altitude: 5.00m



DSC_4292.JPG

Latitude: N 49°7.987' (49°7'59.2"), Longitude: W 123°0.560' (123°0'33.6"), Altitude: 73.00m



DSC_4293.JPG

Latitude: N 49°7.980' (49°7'58.8"), Longitude: W 123°0.558' (123°0'33.5"), Altitude: 87.00m



DSC_4294.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4295.JPG

Latitude: N 49°7.775' (49°7'46.5"), Longitude: W 123°0.169' (123°0'10.1"), Altitude: 134.00m



DSC_4296.JPG

Latitude: N 49°7.763' (49°7'45.8"), Longitude: W 123°0.147' (123°0'8.8"), Altitude: 116.00m



DSC_4297.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4298.JPG

Latitude: N 49°7.758' (49°7'45.5"), Longitude: W 122°59.556' (122°59'33.3"), Altitude: 242.00m



DSC_4299.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4300.JPG
Latitude: N 49°8.420' (49°8'25.2"), Longitude: W 122°59.143' (122°59'8.6"), Altitude: 207.00m



DSC_4301.JPG
Latitude: N 49°8.501' (49°8'30.1"), Longitude: W 122°59.186' (122°59'11.2"), Altitude: 204.00m



DSC_4302.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4303.JPG
Latitude: N 49°8.672' (49°8'40.3"), Longitude: W 122°59.720' (122°59'43.2"), Altitude: 182.00m



DSC_4304.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4305.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4306.JPG
Latitude: N 49°8.238' (49°8'14.3"), Longitude: W 123°0.450' (123°0'27.0"), Altitude: 124.00m



DSC_4307.JPG

Latitude: N 49°8.221' (49°8'13.3"), Longitude: W 123°0.473' (123°0'28.4"), Altitude: 117.00m



DSC_4308.JPG

Latitude: N 49°8.190' (49°8'11.4"), Longitude: W 123°0.512' (123°0'30.7"), Altitude: 109.00m



DSC_4309.JPG

Latitude: N 49°8.093' (49°8'5.6"), Longitude: W 123°0.563' (123°0'33.8"), Altitude: 105.00m



DSC_4310.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4311.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4312.JPG

Latitude: N 49°7.725' (49°7'43.5"), Longitude: W 123°0.382' (123°0'22.9"), Altitude: 241.00m



DSC_4313.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4314.JPG

Latitude: N 49°7.724' (49°7'43.5"), Longitude: W 123°0.318' (123°0'19.1"), Altitude: 253.00m



DSC_4315.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4316.JPG
Latitude: N 49°7.963' (49°7'57.8"), Longitude: W 123°0.359' (123°0'21.5"), Altitude: 147.00m



DSC_4317.JPG
Latitude: N 49°7.948' (49°7'56.9"), Longitude: W 123°0.360' (123°0'21.6"), Altitude: 75.00m



DSC_4318.JPG
Latitude: N 49°7.948' (49°7'56.9"), Longitude: W 123°0.361' (123°0'21.7"), Altitude: 72.00m



DSC_4319.JPG
Latitude: N 49°8.025' (49°8'1.5"), Longitude: W 123°0.395' (123°0'23.7"), Altitude: 9.00m



DSC_4320.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4321.JPG
Latitude: N 49°8.001' (49°8'0.0"), Longitude: W 123°0.424' (123°0'25.4"), Altitude: -0.00m



DSC_4322.JPG
Latitude: N 49°8.007' (49°8'0.4"), Longitude: W 123°0.420' (123°0'25.2"), Altitude: 6.00m



DSC_4323.JPG

Latitude: N 49°8.009' (49°8'0.5"), Longitude: W 123°0.415' (123°0'24.9"), Altitude: 1.00m



DSC_4324.JPG

Latitude: N 49°7.994' (49°7'59.6"), Longitude: W 123°0.410' (123°0'24.6"), Altitude: 7.00m



DSC_4325.JPG

Latitude: N 49°8.002' (49°8'0.1"), Longitude: W 123°0.358' (123°0'21.5"), Altitude: 8.00m



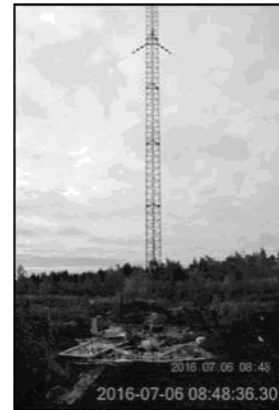
DSC_4326.JPG

Latitude: N 49°7.996' (49°7'59.8"), Longitude: W 123°0.365' (123°0'21.9"), Altitude: 4.00m



DSC_4327.JPG

Latitude: N 49°7.996' (49°7'59.7"), Longitude: W 123°0.363' (123°0'21.8"), Altitude: 5.00m



DSC_4328.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4329.JPG

Latitude: ---, Longitude: ---, Altitude: ---



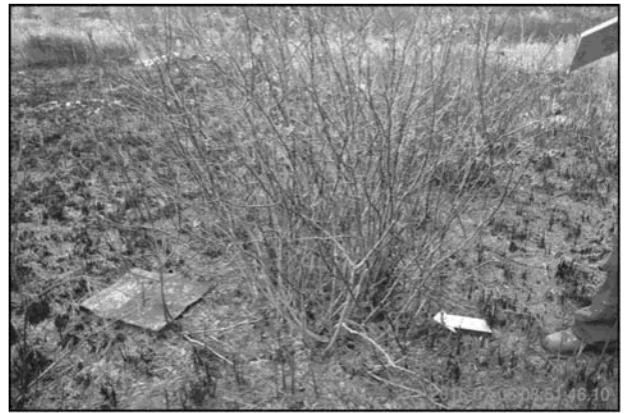
DSC_4330.JPG

Latitude: N 49°8.004' (49°8'0.2"), Longitude: W 123°0.378' (123°0'22.7"), Altitude: 5.00m



DSC_4331.JPG

Latitude: N 49°8.003' (49°8'0.2"), Longitude: W 123°0.369' (123°0'22.1"), Altitude:-2.00m



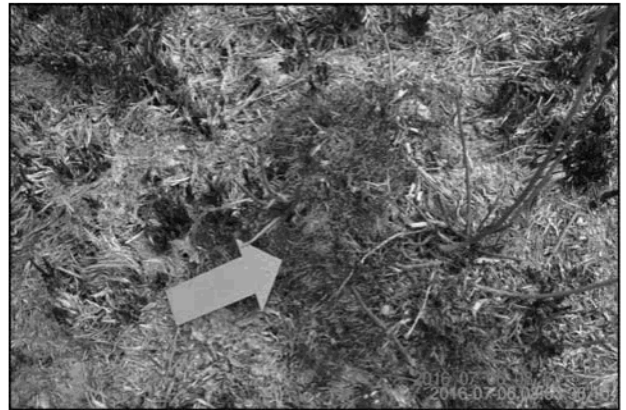
DSC_4332.JPG

Latitude: N 49°8.004' (49°8'0.3"), Longitude: W 123°0.373' (123°0'22.4"), Altitude: 4.00m



DSC_4333.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4334.JPG

Latitude: N 49°8.001' (49°8'0.1"), Longitude: W 123°0.367' (123°0'22.0"), Altitude: 1.00m



DSC_4335.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4336.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4337.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4338.JPG

Latitude: N 49°7.996' (49°7'59.7"), Longitude: W 123°0.369' (123°0'22.1"), Altitude:-0.00m



DSC_4339.JPG

Latitude: N 49°7.993' (49°7'59.6"), Longitude: W 123°0.369' (123°0'22.2"), Altitude: 3.00m



DSC_4340.JPG

Latitude: N 49°7.995' (49°7'59.7"), Longitude: W 123°0.371' (123°0'22.2"), Altitude: -0.00m



DSC_4341.JPG

Latitude: ---, Longitude: ---, Altitude: ---



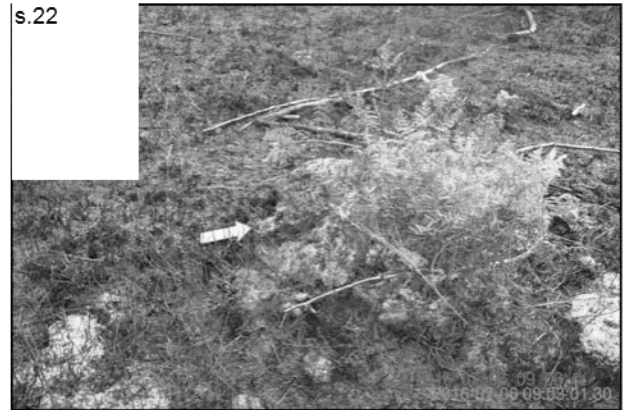
DSC_4342.JPG

Latitude: N 49°7.994' (49°7'59.6"), Longitude: W 123°0.369' (123°0'22.1"), Altitude: 5.00m



DSC_4343.JPG

Latitude: N 49°7.989' (49°7'59.3"), Longitude: W 123°0.367' (123°0'22.1"), Altitude: 8.00m



DSC_4344.JPG

Latitude: N 49°7.983' (49°7'59.0"), Longitude: W 123°0.373' (123°0'22.4"), Altitude: -7.00m



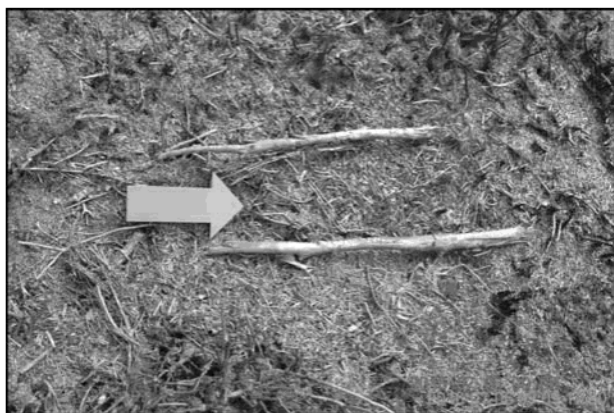
DSC_4345.JPG

Latitude: N 49°7.989' (49°7'59.3"), Longitude: W 123°0.376' (123°0'22.6"), Altitude: 2.00m

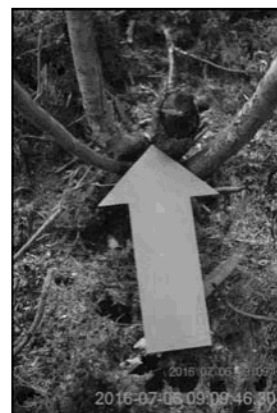


DSC_4346.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4347.JPG
Latitude: ---, Longitude: ---, Altitude: ---



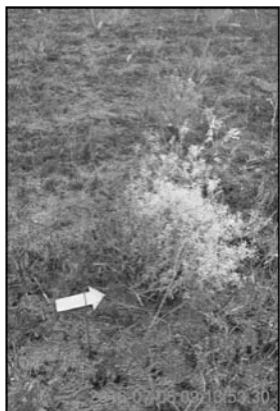
DSC_4348.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4349.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4350.JPG
Latitude: N 49°7.971' (49°7'58.3"), Longitude: W 123°0.388' (123°0'23.3"), Altitude: 4.00m



DSC_4351.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4352.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4353.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4354.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4355.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4356.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4357.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4358.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4359.JPG
Latitude: N 49°7.984' (49°7'59.1"), Longitude: W 123°0.406' (123°0'24.3"), Altitude: -0.00m



DSC_4360.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4361.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4362.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4363.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4364.JPG
Latitude: N 49°7.990' (49°7'59.4"), Longitude: W 123°0.385' (123°0'23.1"), Altitude: -3.00m



DSC_4365.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4366.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4367.JPG
Latitude: ---, Longitude: ---, Altitude: ---



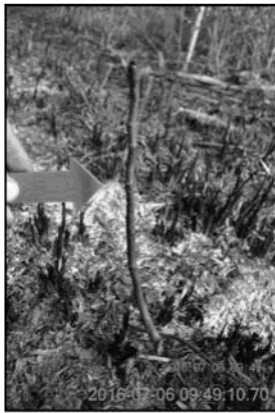
DSC_4368.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4369.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4370.JPG
Latitude: ---, Longitude: ---, Altitude: ---



Latitude: ---, Longitude: ---, Altitude: ---



Latitude: N 49°7.997' (49°7'59.8"), Longitude: W 123°0.385' (123°0'23.1"), Altitude: -7.00m



Latitude: ---, Longitude: ---, Altitude: ---



Latitude: ---, Longitude: ---, Altitude: ---



Latitude: ---, Longitude: ---, Altitude: ---



Latitude: ---, Longitude: ---, Altitude: ---



Latitude: ---, Longitude: ---, Altitude: ---



Latitude: ---, Longitude: ---, Altitude: ---



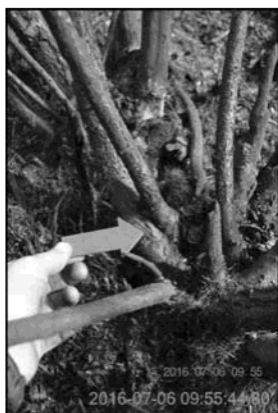
DSC_4379.JPG

Latitude: ---, Longitude: ---, Altitude: ---



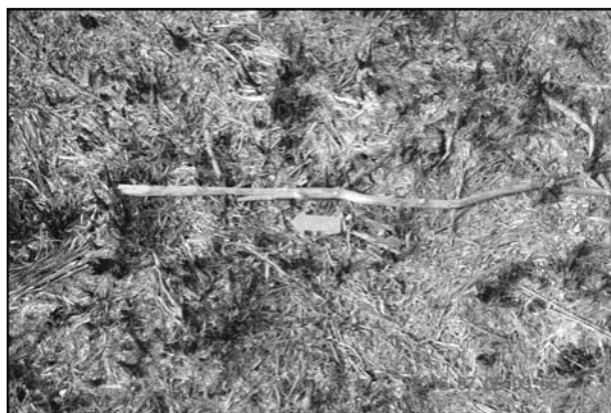
DSC_4380.JPG

Latitude: N 49°8.008' (49°8'0.5"), Longitude: W 123°0.388' (123°0'23.3"), Altitude: -14.00m



DSC_4381.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4382.JPG

Latitude: ---, Longitude: ---, Altitude: ---



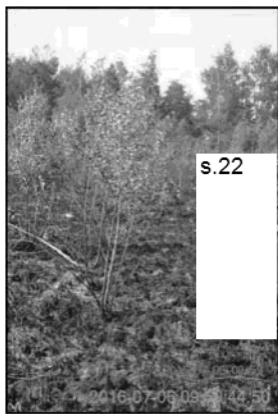
DSC_4383.JPG

Latitude: ---, Longitude: ---, Altitude: ---



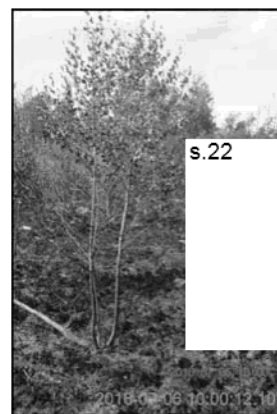
DSC_4384.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4385.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4386.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4387.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4388.JPG
Latitude: N 49°7.985' (49°7'59.1"), Longitude: W 123°0.407' (123°0'24.4"), Altitude: -10.00m



DSC_4389.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4390.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4391.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4392.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4393.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4394.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4395.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4396.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4397.JPG
Latitude: ---, Longitude: ---, Altitude: ---



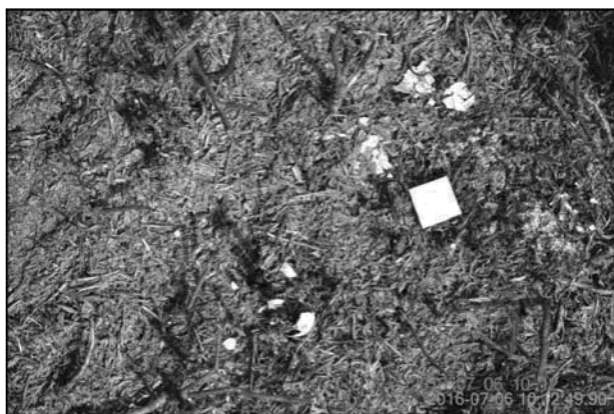
DSC_4398.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4399.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4400.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4401.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4402.JPG
Latitude: N 49°7.989' (49°7'59.3"), Longitude: W 123°0.396' (123°0'23.7"), Altitude: -22.00m



DSC_4403.JPG

Latitude: N 49°7.996' (49°7'59.8"), Longitude: W 123°0.380' (123°0'22.8"), Altitude:-22.00m



DSC_4404.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4405.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4406.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4407.JPG

Latitude: ---, Longitude: ---, Altitude: ---



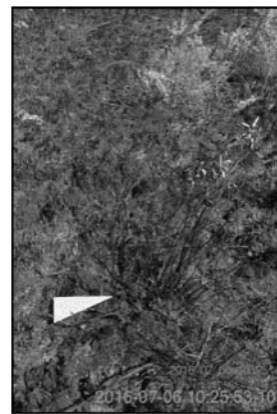
DSC_4408.JPG

Latitude: ---, Longitude: ---, Altitude: ---



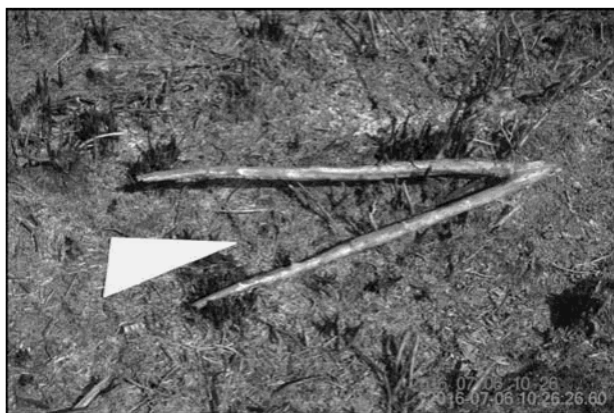
DSC_4409.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4410.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4411.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4412.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4413.JPG
Latitude: N 49°8.011' (49°8'0.6"), Longitude: W 123°0.418' (123°0'25.1"), Altitude: -22.00m



DSC_4414.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4415.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4416.JPG
Latitude: ---, Longitude: ---, Altitude: ---



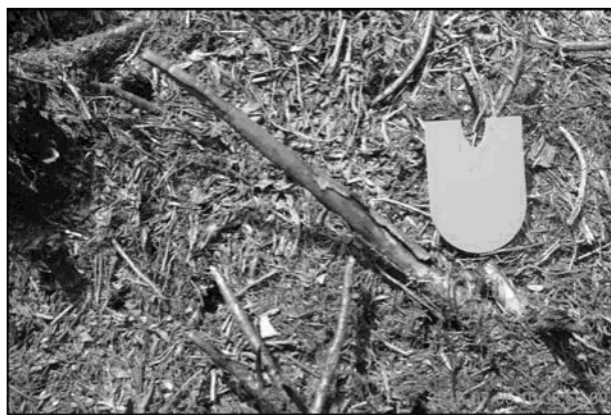
DSC_4417.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4418.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4419.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4420.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4421.JPG
Latitude: ---, Longitude: ---, Altitude: ---



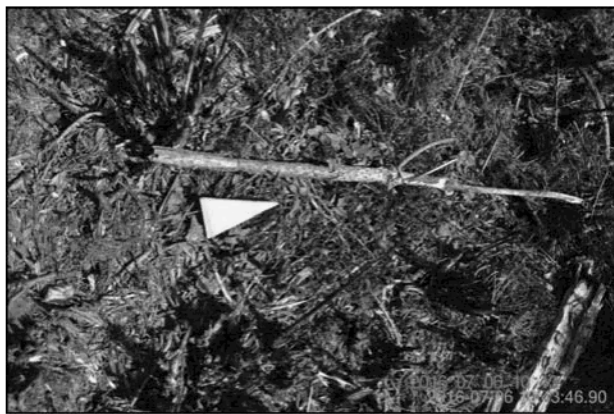
DSC_4422.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4423.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4424.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4425.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4426.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4427.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4428.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4429.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4430.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4431.JPG
Latitude: N 49°8.001' (49°8'0.0"), Longitude: W 123°0.402' (123°0'24.1"), Altitude: 1.00m



DSC_4432.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4433.JPG
Latitude: N 49°8.001' (49°8'0.0"), Longitude: W 123°0.406' (123°0'24.4"), Altitude: 6.00m



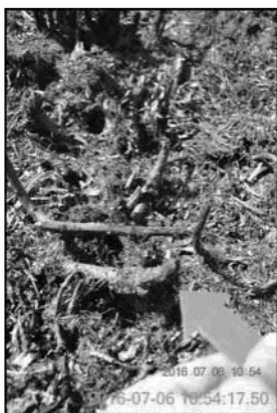
DSC_4434.JPG
Latitude: N 49°7.999' (49°7'59.9"), Longitude: W 123°0.407' (123°0'24.4"), Altitude: 5.00m



DSC_4435.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4436.JPG
Latitude: N 49°7.992' (49°7'59.5"), Longitude: W 123°0.408' (123°0'24.5"), Altitude: -21.00m



DSC_4437.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4438.JPG
Latitude: N 49°7.997' (49°7'59.8"), Longitude: W 123°0.404' (123°0'24.2"), Altitude: 5.00m



DSC_4439.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4440.JPG
Latitude: ---, Longitude: ---, Altitude: ---



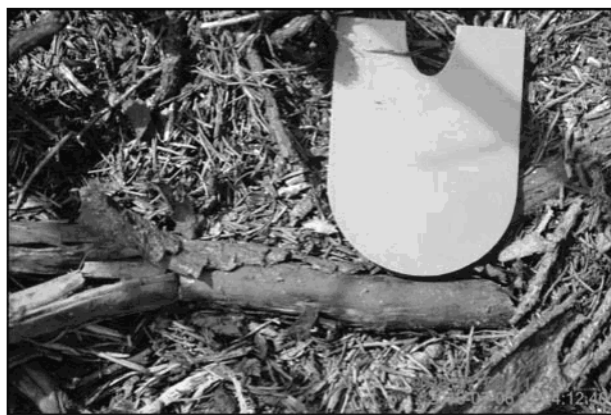
DSC_4441.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4442.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4443.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4444.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4445.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4446.JPG
Latitude: ---, Longitude: ---, Altitude: ---



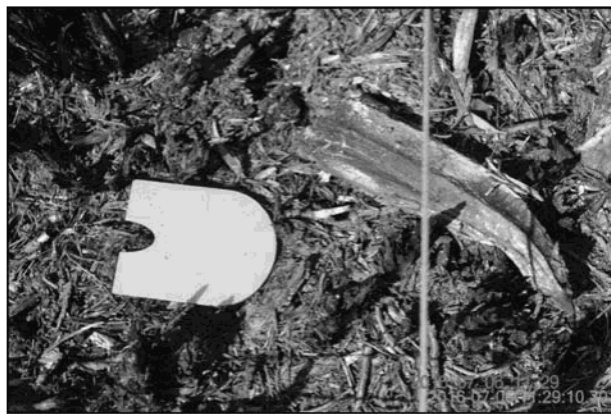
DSC_4447.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4448.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4449.JPG
Latitude: ---, Longitude: ---, Altitude: ---

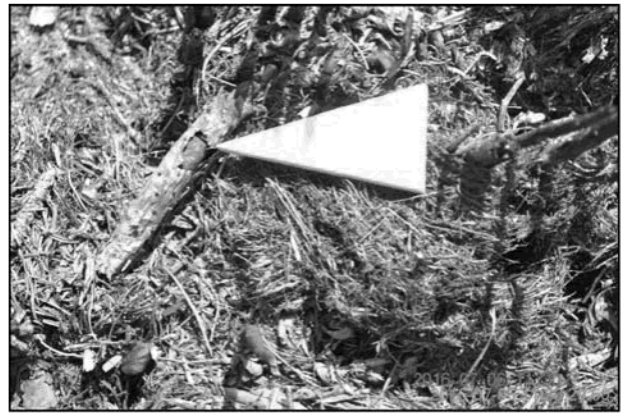


DSC_4450.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4451.JPG

Latitude: N 49°8.000' (49°8'0.0"), Longitude: W 123°0.410' (123°0'24.6"), Altitude: 18.00m



DSC_4452.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4453.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4454.JPG

Latitude: ---, Longitude: ---, Altitude: ---



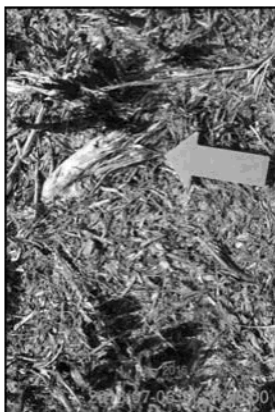
DSC_4455.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4456.JPG

Latitude: ---, Longitude: ---, Altitude: ---



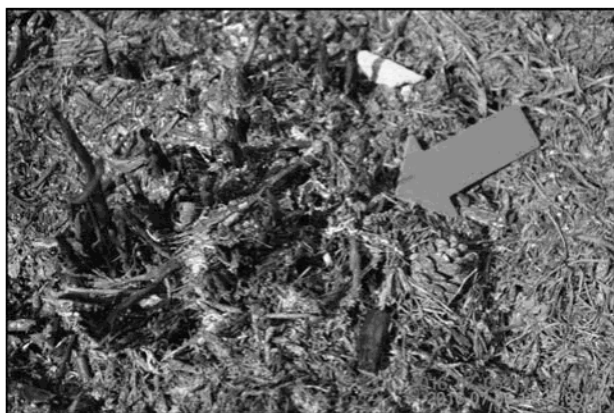
DSC_4457.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4458.JPG

Latitude: N 49°7.999' (49°7'59.9"), Longitude: W 123°0.416' (123°0'25.0"), Altitude: 61.00m



DSC_4459.JPG
Latitude: N 49°8.004' (49°8'0.3"), Longitude: W 123°0.407' (123°0'24.4"), Altitude: 58.00m



DSC_4460.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4461.JPG
Latitude: N 49°7.992' (49°7'59.5"), Longitude: W 123°0.391' (123°0'23.5"), Altitude: 52.00m



DSC_4462.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4463.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4464.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4465.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4466.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4467.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4468.JPG
Latitude: ---, Longitude: ---, Altitude: ---



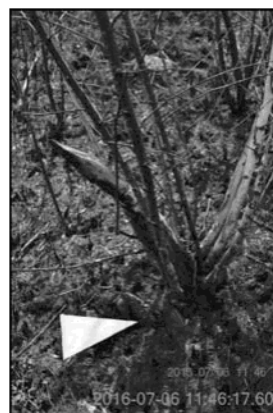
DSC_4469.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4470.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4471.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4472.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4473.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4474.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4475.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4476.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4477.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4478.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4479.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4480.JPG
Latitude: N 49°8.001' (49°8'0.0"), Longitude: W 123°0.401' (123°0'24.0"), Altitude: 8.00m



DSC_4481.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4482.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4483.JPG
Latitude: ---, Longitude: ---, Altitude: ---



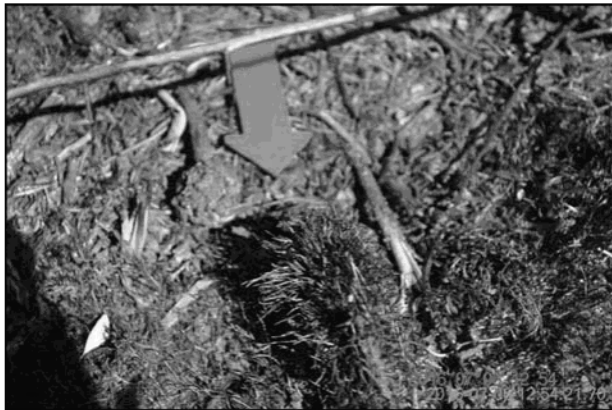
DSC_4484.JPG
Latitude: N 49°7.999' (49°7'60.0"), Longitude: W 123°0.414' (123°0'24.8"), Altitude: 7.00m



DSC_4485.JPG
Latitude: N 49°7.997' (49°7'59.8"), Longitude: W 123°0.429' (123°0'25.7"), Altitude: 14.00m



DSC_4486.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4487.JPG
Latitude: N 49°7.998' (49°7'59.9"), Longitude: W 123°0.415' (123°0'24.9"), Altitude: -0.00m



DSC_4488.JPG
Latitude: N 49°8.001' (49°8'0.1"), Longitude: W 123°0.404' (123°0'24.3"), Altitude: 8.00m



DSC_4489.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4490.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4491.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4492.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4493.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4494.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4495.JPG
Latitude: N 49°8.008' (49°8'0.5"), Longitude: W 123°0.401' (123°0'24.1"), Altitude: -4.00m



DSC_4496.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4497.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4498.JPG
Latitude: ---, Longitude: ---, Altitude: ---



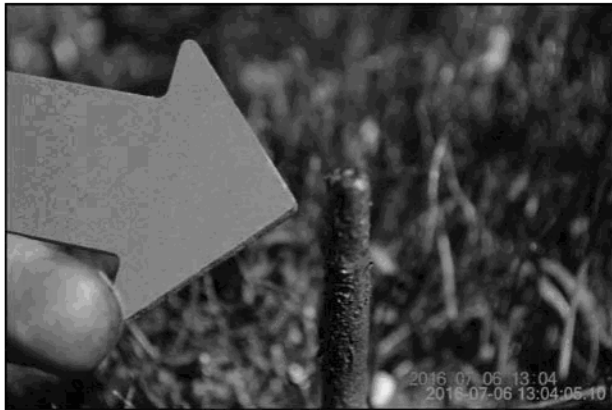
DSC_4499.JPG

Latitude: N 49°8.010' (49°8'0.6"), Longitude: W 123°0.411' (123°0'24.7"), Altitude:-10.00m



DSC_4500.JPG

Latitude: N 49°8.008' (49°8'0.5"), Longitude: W 123°0.412' (123°0'24.7"), Altitude:-10.00m



DSC_4501.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4502.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4503.JPG

Latitude: N 49°8.007' (49°8'0.4"), Longitude: W 123°0.415' (123°0'24.9"), Altitude:-8.00m



DSC_4504.JPG

Latitude: N 49°8.004' (49°8'0.2"), Longitude: W 123°0.416' (123°0'25.0"), Altitude:-10.00m



DSC_4505.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4506.JPG

Latitude: N 49°7.989' (49°7'59.4"), Longitude: W 123°0.411' (123°0'24.7"), Altitude:-10.00m



DSC_4507.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4508.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4509.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4510.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4511.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4512.JPG
Latitude: N 49°8.003' (49°8'0.2"), Longitude: W 123°0.411' (123°0'24.6"), Altitude:-10.00m



DSC_4513.JPG
Latitude: N 49°8.005' (49°8'0.3"), Longitude: W 123°0.413' (123°0'24.8"), Altitude:-0.00m



DSC_4514.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4515.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4516.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4517.JPG
Latitude: N 49°8.003' (49°8'0.2"), Longitude: W 123°0.411' (123°0'24.7"), Altitude: 7.00m



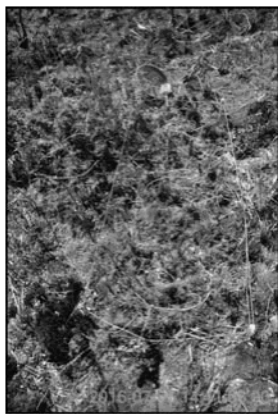
DSC_4518.JPG
Latitude: N 49°8.000' (49°8'0.0"), Longitude: W 123°0.412' (123°0'24.7"), Altitude: 1.00m



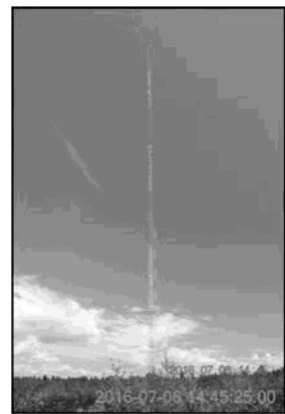
DSC_4519.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4520.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4521.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4522.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4523.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4524.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4525.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4526.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4527.JPG
Latitude: N 49°8.004' (49°8'0.2"), Longitude: W 123°0.416' (123°0'24.9"), Altitude: 9.00m



DSC_4528.JPG
Latitude: N 49°7.979' (49°7'58.8"), Longitude: W 123°0.427' (123°0'25.6"), Altitude: 1.00m



DSC_4529.JPG
Latitude: N 49°7.987' (49°7'59.2"), Longitude: W 123°0.430' (123°0'25.8"), Altitude: 6.00m



DSC_4530.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4531.JPG

Latitude: N 49°8.008' (49°8'0.5"), Longitude: W 123°0.447' (123°0'26.8"), Altitude: 8.00m



DSC_4532.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4533.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4534.JPG

Latitude: ---, Longitude: ---, Altitude: ---



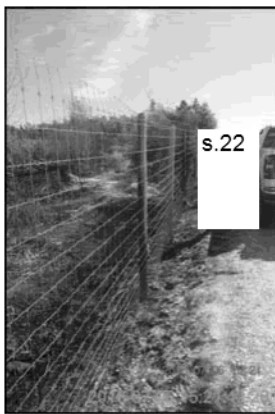
DSC_4535.JPG

Latitude: N 49°8.037' (49°8'2.2"), Longitude: W 123°0.402' (123°0'24.1"), Altitude: 1.00m



DSC_4536.JPG

Latitude: N 49°8.053' (49°8'3.2"), Longitude: W 123°0.403' (123°0'24.2"), Altitude: 10.00m



DSC_4537.JPG

Latitude: N 49°8.070' (49°8'4.2"), Longitude: W 123°0.476' (123°0'28.6"), Altitude: 2.00m



DSC_4538.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4539.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4540.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4541.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4542.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4543.JPG
Latitude: N 49°8.004' (49°8'0.2"), Longitude: W 123°0.415' (123°0'24.9"), Altitude: 6.00m



DSC_4544.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4545.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4546.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4547.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4548.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4549.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4550.JPG
Latitude: N 49°8.018' (49°8'1.1"), Longitude: W 123°0.113' (123°0'6.8"), Altitude: 6.00m



DSC_4551.JPG
Latitude: N 49°7.895' (49°7'53.7"), Longitude: W 123°0.094' (123°0'5.6"), Altitude: 11.00m



DSC_4552.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4553.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4554.JPG
Latitude: ---, Longitude: ---, Altitude: ---



DSC_4555.JPG

Latitude: N 49°8.159' (49°8'9.5"), Longitude: W 123°0.091' (123°0'5.5"), Altitude:-3.00m



DSC_4556.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4557.JPG

Latitude: ---, Longitude: ---, Altitude: ---



DSC_4558.JPG

Latitude: N 49°8.293' (49°8'17.6"), Longitude: W 123°0.099' (123°0'6.0"), Altitude: 7.00m



IMG_0270.JPG
Latitude: ---, Longitude: ---, Altitude: ---



IMG_0271.JPG
Latitude: ---, Longitude: ---, Altitude: ---



s.22

IMG_0277.JPG
Latitude: N 49°8.044' (49°8'2.7"), Longitude: W 123°0.604' (123°0'36.3"), Altitude: -2.73m



s.22

IMG_0278.JPG
Latitude: N 49°8.053' (49°8'3.2"), Longitude: W 123°0.611' (123°0'36.6"), Altitude: 8.77m

CODE	DATETIME	OBS TYPE	MAX TEMP	PRES TEMP	MIN TEMP	RH	DEW_POINT	HRLY_PRCP	NEW PRCP	PRCP GAUGE	NEW SNOW	SNOW PACK	PRECIP_DET_RATIO	WND SPD MEAS	MAX_GUST_1	WND DIR_1	STD_DEV_1	ATM PRESSURE
14094	2016-07-03 23:00	RAW	20.96	15.23	15.24	69.59	10	0	0	462.794			0	11.35	20.53	175.5	16.64	1014
14094	2016-07-03 22:00	RAW	20.96	16.08	16.08	66.95	10	0	0	463.078			0	7.743	17.08	189.5	22.42	1015
14094	2016-07-03 21:00	RAW	20.96	16.78	16.8	60.33	9	0	0	463.43			0	8.83	16.23	166.2	24.64	1015
14094	2016-07-03 20:00	RAW	20.96	18.96	19.04	52.42	9	0	0	463.854			0	6.527	13.48	207.2	22.34	1014
14094	2016-07-03 19:00	RAW	20.96	20.11	20.12	43.24	7	0	0	464.161			0	7.949	13.12	222.9	23.96	1015
14094	2016-07-03 18:00	ST	21.54	20.61	16.36	43.04	8	0	0.18	464.541			0	9.36	18.06	219.3	20.22	1015
14094	2016-07-03 17:00	RAW	21.54	20.65	16.36	44.68	8	0	0.18	464.909			0	11.53	23.71	246.7	22.36	1015
14094	2016-07-03 16:00	RAW	21.54	20.22	16.36	45.77	8	0	0.18	465.334			0	12.4	22.93	240.7	23.39	1015
14094	2016-07-03 15:00	RAW	21.44	21.25	16.36	37.93	6	0	0.18	465.723			0	13.59	24.48	250.9	19.14	1015
14094	2016-07-03 14:00	RAW	21.44	20.98	16.36	42.58	7	0	0.18	466.09			0	12.55	23.71	276.6	26.06	1015
14094	2016-07-03 13:00	RAW	20.49	20.57	16.36	43.09	7	0	0.18	466.401			0	16.74	30.83	294.9	19.69	1015
14094	2016-07-03 12:00	RAW	20.06	19.93	16.36	43.55	7	0	0.18	466.711			0	19.44	41.28	297	18.19	1015
14094	2016-07-03 11:00	RAW	19.49	18.78	16.36	53.62	9	0.06	0.18	467.037			0	19.63	40.57	296.4	17.73	1015
14094	2016-07-03 10:00	RAW	17.97	18.16	16.36	59.56	10	0	0.12	467.219			0	18.17	34.79	296.3	17.15	1015
14094	2016-07-03 9:00	RAW	17.25	16.7	16.36	68.81	11	0.03	0.12	467.644			0	18.18	39.94	304.6	16.25	1014
14094	2016-07-03 8:00	RAW	17.25	16.83	16.36	70.04	11	0.09	0.09	467.75			0	16.83	37.54	306.7	17.43	1013
14094	2016-07-03 7:00	RAW	16.68	16.53	16.36	74.01	12	0	0	467.932			0	13.95	28.58	298.3	18.19	1013
14094	2016-07-03 6:00	ST	19.63	16.36	15.5	78.49	13	0	0	467.992			0	7.978	23	280.5	32.34	1013
14094	2016-07-03 5:00	RAW	19.63	16.11	15.5	80.9	13	0	0	468.086			0	1.799	6.492	287.7	54.67	1012
14094	2016-07-03 4:00	RAW	19.63	15.54	15.54	80.7	12	0	0	468.145			0	2.482	8.96	357.2	32.16	1012
14094	2016-07-03 3:00	RAW	19.63	17.4	16.39	75.05	13	0	0	468.157			0	6.497	16.23	268.9	38.63	1011
14094	2016-07-03 2:00	RAW	19.63	17.17	16.39	76.2	13	0	0	468.22			0	8.04	15.24	210.9	19.44	1011
14094	2016-07-03 1:00	RAW	19.63	16.58	16.39	72.47	12	0	0	468.319			0	5.425	11.5	190.5	19.88	1011
14094	2016-07-03 0:00	RAW	19.63	16.42	16.39	73.81	12	0	0	468.437			0.026	4.592	10.8	160.4	26.7	1011



Wildfire Management
BC Forest Service

Activity Log

Time Range: 2016-05-01 00:00 to 2016-07-04 23:59

Incident: V10173		First Officer Dispatched	2016-07-03 12:21 2P13
Burns Bog		First Officer On Scene	2016-07-03 15:37 2P13
Latitude	49 08.142 N	First Crew Dispatched	2016-07-03 12:34 Coast Golf
Longitude	123 00.396 W	First Crew On Scene	2016-07-03 14:22 Coast Golf
Report time	2016-07-03 12:07	First Heli On Scene	2016-07-03 17:40 CF-VSP

Date	Status	Message
2016-07-03 12:07	AE IPR# 122080	Callers are headed North on HWY 17 Seeing Two radio towers with a fire under Fire is West of 80th Fire truck went past but in wrong direction approx 300 yards off HWY fire is bon fire sized right now warm and dry in the area possible interface as fire is under radio towers s.22

03/07/2016 12:13:16 - KMPOLLOC: See IPR 121081- Ops Aware

Applies to: 2016-V10173

2016-07-03 12:11	KP IPR# 122081	Smoke or fire on the Perimeter of burn bog 80th ave 117 -- slightly east of hwy 17 A lot of smoke -- not a confirmed fire -- 1 unit on scene and 4 others enroute Requesting assistance-- will call back with resources needed Will call back will more details 03/07/2016 12:16:54 - ECONWAYB: delta fire 100m x 100m rank 3 - slash coords 49 x 123 - 76 and hwy 17 - asked about resources - duty officer asked her to standby will call back with specific request 03/07/2016 12:12:54 - KMPOLLOC: In FD jurisdiction: Ops aware
------------------	----------------	---

Applies to: 2016-V10173

2016-07-03 12:12	SS IPR# 122082	Delta caller unsure of the fire location they are on 72nd ave towards hwy 91 dark grey smoke no flames caller is far away treed area fire is unknown size no one fighting the fire unknown spread unknown values wx sunny, hot, no windy IPR Placed approx, caller really confused on location s.22
------------------	----------------	---

Applies to: 2016-V10173

Date	Status	Message
2016-07-03 12:32	EC ATR# 11560	FD on scene - officer en route with heli - potential conflict with YVR air traffic - looking for updated size and tanker actions to prevent spread - 4 cell towers in the area - UC and IA being dispatched from squamish - Chopper 7 may be en route
Applies to: 2016-V10173		
2016-07-03 12:33	AE IPR# 122083	Please call Dan Copland from Delta FD Fire in Delta area 80th street Requesting assistance due to high winds Delta Fire Chief -Dan Copland Please contact 604-209-2057 03/07/2016 12:34:53 - KMPOLLOC: Ops called FD back 03/07/2016 12:33:56 - KMPOLLOC: Ops aware
Applies to: 2016-V10173		
2016-07-03 12:35	CB ATR# 11560	Launching BC1 off YYF / bearing 245' for 135nm / closest reloads YXX
Applies to: 2016-V10173		
2016-07-03 12:35	JW IPR# 122084	caller is in delta lots of smoke visible near burns bog billowing grey smoke, no flames visible thinks football field size or bigger guessing 0.5 km in size spreading quickly trees burning no structures in area, all forested hearing sirens now east of hwy 99 and hwy 17 intersection north of hwy 99
Applies to: 2016-V10173		
2016-07-03 13:09	NS ATR# 11560	BD131 - off YYF// ETA to target 1340
Applies to: 2016-V10173		
2016-07-03 13:16	EC ATR# 11560	updated heli callsign and eta // delta fd hired THZ to be their communications because they don't have comms programmed for ground crews - VSP will be helco once on site - VHB is the ops ship
Applies to: 2016-V10173		
2016-07-03 13:23	NS ATR# 11560	updated ETA due to weather
Applies to: 2016-V10173		
2016-07-03 13:44	AE IPR# 122087	Caller is in Delta Seeing lots of grey white smoke in the Burns Bogg area West of HWY 91/ East of HWY 17 smoke is approx 100 feet wide spreading quickly
s.22		
Applies to: 2016-V10173		

Date	Status	Message
2016-07-03 14:00	NS ATR# 11560	BD131 - overhead// 4 Ha// R3// cell towers currently within the fire //buidlings on the other side of highway 17 not threatened at this time// est. 3 rounds and 3 hours on site// requesting backup // obj to box in the fire// launching T465 and T442 off YKA// bearing 209 for 137 nm// closest reloads YXX
Applies to: 2016-V10173		
2016-07-03 14:08	EC ATR# 11560	update: cell tower has diesel generator that will explode if it catches on fire - advising as a precaution
Applies to: 2016-V10173		
2016-07-03 14:27	NS ATR# 11560	BD131 - 8 Ha//R3// retardant on approximately half of south line// 1 round complete// Est 2 more rounds// requesting firebosses// launching T674, T685, T687, T695 off YKA// bearing 209 for 137 nm// Closest reloads YXX
Applies to: 2016-V10173		
2016-07-03 14:42	NS ATR# 11560	BD129 - off YKA// ETA to target 1534
Applies to: 2016-V10173		
2016-07-03 15:02	SS IPR# 122096	<p>monty calling from air control center burns bog, delta fire they do not want to put a "notice to airmen" (could not really hear) wants to know if we are okay with this decision? they can do it if they have too want to make sure not negatively impacting opertaion in area said they want to keep air traffic clear in the area, they can do that for us</p> <p>monty- dispatcher said to call redge</p> <p>s.22</p> <p>03/07/2016 15:08:12 - AOICOLLI: passed to Bruce Coutanche - he will call Reg back 03/07/2016 15:03:37 - AOICOLLI: passed to ops</p>
Applies to: 2016-V10173		
2016-07-03 15:14	NS ATR# 11560	BD 131 - 12 Ha// R3// retardant around 40% of the fire// portion at the base unable to access due to towers// will leave for helis to bucket// est 4 more tankers loads to tie in retardant
Applies to: 2016-V10173		
2016-07-03 15:36	NS ATR# 11560	BD 131 - 20 Ha// spotted across retardant on the east which is the head of the fire// wind shift// moving towards highway starting to burn through retardant// Launching T482 off YWL// Bearing 173' for 187 nm// launching BD134 off YXX// Bearing 166' for 26 nm
Applies to: 2016-V10173		
2016-07-03 16:01	NS ATR# 11560	BD129 - 50Ha// multiple spots outside primary fire // R3// primary obj work spot fires outside fire edge //secondary obj is to support retardant on east side// Est full fuel cycle//Unable to work the west flank or head of the fire due to towers and visibilty from smoke// established BD129 on freq 129.65 as air attack and BD131 the working birddog on 123.59
Applies to: 2016-V10173		
2016-07-03 16:06	NS ATR# 11560	BD134 - off YXX// ETA to target 1610
Applies to: 2016-V10173		
2016-07-03 16:23	NS ATR# 11560	BD131 - tuned over to BD134 and BD129 // inbound YXX ETA 1628
Applies to: 2016-V10173		

Date	Status	Message
2016-07-03 16:29	NS ATR# 11560	BD134 - 134 is air attack and BD129 is the working birddog // 50 Ha // R2 and R3// retardant around approximately 80% of the fire
Applies to: 2016-V10173		
2016-07-03 16:51	EC ATR# 11560	updated coords
Applies to: 2016-V10173		
2016-07-03 17:15	CB ATR# 11560	BD134 / 50 ha / R1 and R2 at base - head burnt up to hwy - R1 and R2 / only active side is E flank - currently surrounded with retardant and skimmers are working that area / T482 inbound YWL empty to stay
Applies to: 2016-V10173		
2016-07-03 17:19	EC ATR# 11560	Updated heli callsigns/ Crew callsigns - Will update SEBs eta once they lift - all others landed at the fire in contact with BD on silver
Applies to: 2016-V10173		
2016-07-03 17:26	AE IPR# 122102	General Smoke Report Caller is in Coquitlam on Westview St. Her neighbourhood is full of smoke is now a haze of smoke looks like its coming from over in the Vancouver area Smoke is brown/grey in colour
s.22		
03/07/2016 17:30:12 - AOICOLLI: calling coquitlam FD self dispatching line - passed on report		
03/07/2016 17:27:05 - JANSMITH: Coquitlam FD		
Applies to: 2016-V10173		
2016-07-03 17:38	CB ATR# 11560	BD134 off fire / ETA to YKA 1800
Applies to: 2016-V10173		
2016-07-03 18:07	CB ATR# 11560	BD129 / 65 ha / R2 with some pocket R3 / skimmers fueling in YXX and will be returning / still working on E flank / helis are working W flank / est.1-2 hours on site to complete objectives
Applies to: 2016-V10173		
2016-07-03 18:16	LS IPR# 122103	in Burnaby horne street and gouvernement st intersection air smells like smoke thinks it smells the burns bog fire 20 years ago caller said he had no other info, but wants a callback becuase he wants to know what is going on
also gave caller public info officer phone line (250)951-4209		
caller still wanted to put through a report and wants someone to call him -- he wants to know what is going on*		
Applies to: 2016-V10173		
2016-07-03 18:18	SS IPR# 122104	**GENERAL SMOKE REPORT** calling from burnaby you can't see fire just smelling smoke and seeing smoke unsure what direction smoke is coming from white smoke doesnt smell like BBQ smells like wood burning
s.22		
Applies to: 2016-V10173		

Date	Status	Message
2016-07-03 19:46	CB ATR# 11560	BD129 / 65 ha / cooling action on east flank and road through centre of fire / on site until approx. 2030
Applies to: 2016-V10173		
2016-07-03 20:31	CB ATR# 11560	BD129 / action complete / each flank well supported and spots blanketed / 65 ha / R1 and some pockets of R2 with containment lines / tankers inbound YXX empty to stay / BD129 ETA to YXX 2039
Applies to: 2016-V10173		
2016-07-03 20:32	CB ATR# 11560	
Applies to: 2016-V10173		
2016-07-03 20:52	SS IPR# 122111	KFC flight information center calling wanting info on burns bog fire wanting to plan for avation in boundary bay tommorrow would like a callback from COFC
tim (can talk to anyone at the info center) 250-376-6278 - Requesting call back immediately 03/07/2016 21:13:57 - JANSMITH: RWCO spoke with Kamloops flight centre - attach to V10173		
Applies to: 2016-V10173		
2016-07-03 12:21	EC	Delta fd requesting assistance in burns bog - report of 100x100m rank 3 in slash - ops dispatching 2P13 by air - air ops organizing aircraft
Applies to: 2016-V10173		
2016-07-03 12:21	EC STANDBY	ops providing incident details - traveling by air
Applies to: 2P13		
2016-07-03 12:21	EC ASSIGNED	<i>Assigned to activity</i>
Applies to: 2P13		
2016-07-03 12:21	EC PENDING	<i>Changed status from STANDBY to PENDING - Next check-in cleared</i>
Applies to: 2P13		
2016-07-03 12:24	KP	FD called back: Heli requested and the normal Rank 3 resources -- rapid spread, wind driving fire -- Winds 26k from the West , 12 knotts gusting 17
Applies to: 2016-V10173		
2016-07-03 12:32	EC OFF DUTY s.22	pilot - pilot arranging pick up with 2p13
Applies to: CG-VHB		
2016-07-03 12:32	EC ASSIGNED	<i>Assigned to activity</i>
Applies to: CG-VHB		
2016-07-03 12:32	EC PENDING	<i>Changed status from OFF DUTY to PENDING - Next check-in cleared</i>
Applies to: CG-VHB		
2016-07-03 12:32	EC PENDING	<i>Sticky note added: 'July 3: V10-173, Pilot s.22 1'.</i>
Applies to: CG-VHB		
2016-07-03 12:34	EC STANDBY	calling to advise - advised of fire - faxing info to base
Applies to: Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4		
2016-07-03 12:34	EC ASSIGNED	<i>Assigned to activity</i>
Applies to: Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4		
2016-07-03 12:34	EC DISPATCHED	<i>Changed status from STANDBY to DISPATCHED - Next check-in: [07/03] 13:04</i>
Applies to: Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4		
2016-07-03 12:34	EC STANDBY	as per ops sending to 173 - take full compliment of gear/pumps
Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}		

Date	Status	Message
2016-07-03 12:34	EC ASSIGNED	Assigned to activity <i>Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC (Mt. Currie)</i>
2016-07-03 12:34	EC PENDING	Changed status from STANDBY to PENDING - Next check-in cleared <i>Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC (Mt. Currie)</i>
2016-07-03 12:37	EC PENDING	called work cell - to vm - calling personal cell rang to vm - calling home number - advising of fire and to take all - advised will fax ipr to base <i>Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC (Mt. Currie)</i>
2016-07-03 12:37	EC DISPATCHED	Changed status from PENDING to DISPATCHED - Next check-in: [07/03] 13:07 <i>Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC (Mt. Currie)</i>
2016-07-03 12:37	EC DISPATCHED	ops advising ZWCO <i>Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC (Mt. Currie)</i>
2016-07-03 12:37	EC DISPATCHED	ops advising ZWCO <i>Applies to: Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4</i>
2016-07-03 12:38	EC DISPATCHED	advise freq silver <i>Applies to: Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4</i>
2016-07-03 12:38	EC DISPATCHED	advise freq silver <i>Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC (Mt. Currie)</i>
2016-07-03 12:39	EC PENDING	advise freq silver <i>Applies to: CG-VHB</i>
2016-07-03 12:39	EC PENDING	Sticky note changed from: 'July 3: V10-173, Pilot s.22 s.22' to: 'July 3: V10-173, Pilot s.22 s.22 - 1px: 2P13'. <i>Applies to: CG-VHB</i>
2016-07-03 12:39	EC	Sticky note added: 'Freq: Silver'. <i>Applies to: 2016-V10173</i>
2016-07-03 12:42	EC OFF DUTY	sending with light to do helco on 173 - air ops to advise <i>Applies to: 2P4A</i>
2016-07-03 12:42	EC ASSIGNED	Assigned to activity <i>Applies to: 2P4A</i>
2016-07-03 12:42	EC PENDING	Changed status from OFF DUTY to PENDING - Next check-in cleared <i>Applies to: 2P4A</i>
2016-07-03 12:44	EC PENDING	as per ops - advising of 2P4a to do helco - asked about talking to pilot meeting in chiliwack - leaving for chiliwack - V10173 - advised of tankers - should be at the airport in 1hr - advised vhb - will call at the airport and lifting <i>Applies to: 2P13</i>
2016-07-03 12:44	EC EN ROUTE	Changed status from PENDING to EN ROUTE - Next check-in: [07/03] 14:44 <i>Applies to: 2P13</i>
2016-07-03 12:45	EC EN ROUTE	advise freq silver <i>Applies to: 2P13</i>
2016-07-03 12:47	EC	Mike Neale from GVRD called - passed phone to ops <i>Applies to: 2016-V10173</i>

Date	Status	Message
2016-07-03 12:49	EC	Jolene at delta: advised of heli and crews dispatch - she advised they are moving in to the fire to action Applies to: 2016-V10173
2016-07-03 12:49	EC	Ops updating Mike Neale Applies to: 2016-V10173
2016-07-03 12:50	EC	DISPATCHED info faxed to base Applies to: Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4
2016-07-03 12:50	EC	DISPATCHED info faxed to base Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}
2016-07-03 12:52	EC PENDING	<i>Sticky note changed from: 'July 3: V10-173, Pilots.22 V10173, Pilot s.22' to: 'July 3: - 1px: 2P13' to: 'July 3: - 1px: 2P13'.</i> Applies to: CG-VHB
2016-07-03 12:54	AC	OFF DUTY per air ops - pilot not confirmed - will be heading to FC to get 2p4A Applies to: CF-VSP
2016-07-03 12:54	AC ASSIGNED	<i>Assigned to activity</i> Applies to: CF-VSP
2016-07-03 12:54	AC PENDING	<i>Changed status from OFF DUTY to PENDING - Next check-in cleared</i> Applies to: CF-VSP
2016-07-03 12:55	AC PENDING	<i>Sticky note added: 'July 3: V10173 - Pilot:'.</i> Applies to: CF-VSP
2016-07-03 12:55	EC	as per ops - call for update on resources on site and fire activitt Applies to: 2016-V10173
2016-07-03 12:59	KP	DISPATCHED off base > 173 simplex: silver -- ETA 1.5 hrs Applies to: Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4
2016-07-03 12:59	KP EN ROUTE	<i>Changed status from DISPATCHED to EN ROUTE - Next check-in: [07/03] 14:59</i> Applies to: Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4
2016-07-03 12:59	EC	calling ecom - going to get cheif to call us provided dispatch number Applies to: 2016-V10173
2016-07-03 12:59	EC	<i>Sticky note changed from: 'Freq: Silver' to: 'Freq: Silver // Delta FD:'.</i> Applies to: 2016-V10173
2016-07-03 12:59	EC PENDING	advise freq silver Applies to: CF-VSP
2016-07-03 13:02	EC	ops update from FD: they have people on the ground and water source starting to establish perimeter - still seeing rank 3 and still growing - part of the fire is under the cell towers that have electricity going to them - working with hydro to get them shut down Applies to: 2016-V10173
2016-07-03 13:02	EC	updated ops on dispatches update to FD regarding coastal resources Applies to: 2016-V10173
2016-07-03 13:02	EC	Jolene: cheif 604-787-0134 Applies to: 2016-V10173
2016-07-03 13:02	EC	<i>Sticky note changed from: 'Freq: Silver // Delta FD:' to: 'Freq: Silver // Delta FD contact: 604-787-0134'.</i> Applies to: 2016-V10173
2016-07-03 13:07	TE DISPATCHED	** NO CONTACT ** -- Checkin due by 13:17 Applies to: Salish UC {Mt. Currie}
2016-07-03 13:07	TE DISPATCHED	** NO CONTACT ** -- Checkin due by 13:17 Applies to: Salish A

Date	Status	Message
2016-07-03 13:07	TE DISPATCHED	** NO CONTACT ** -- Checkin due by 13:17 <i>Applies to: Salish A1</i>
2016-07-03 13:07	TE DISPATCHED	** NO CONTACT ** -- Checkin due by 13:17 <i>Applies to: Salish A3</i>
2016-07-03 13:07	TE DISPATCHED	** NO CONTACT ** -- Checkin due by 13:17 <i>Applies to: Salish A4</i>
2016-07-03 13:07	TE DISPATCHED	** NO CONTACT ** -- Checkin due by 13:17 <i>Applies to: Salish A2</i>
2016-07-03 13:07	TE DISPATCHED	** NO CONTACT ** -- Checkin due by 13:17 <i>Applies to: Salish A5</i>
2016-07-03 13:07	TE DISPATCHED	** NO CONTACT ** -- Checkin due by 13:17 <i>Applies to: Salish C</i>
2016-07-03 13:07	TE DISPATCHED	** NO CONTACT ** -- Checkin due by 13:17 <i>Applies to: Salish C1</i>
2016-07-03 13:07	TE DISPATCHED	** NO CONTACT ** -- Checkin due by 13:17 <i>Applies to: Salish C3</i>
2016-07-03 13:07	TE DISPATCHED	** NO CONTACT ** -- Checkin due by 13:17 <i>Applies to: Salish C2</i>
2016-07-03 13:07	TE DISPATCHED	** NO CONTACT ** -- Checkin due by 13:17 <i>Applies to: Salish C5</i>
2016-07-03 13:07	TE DISPATCHED	** NO CONTACT ** -- Checkin due by 13:17 <i>Applies to: Salish C4</i>
2016-07-03 13:07	TE DISPATCHED	** NO CONTACT ** -- Checkin due by 13:17 <i>Applies to: Salish D</i>
2016-07-03 13:07	TE DISPATCHED	** NO CONTACT ** -- Checkin due by 13:17 <i>Applies to: Salish D1</i>
2016-07-03 13:07	TE DISPATCHED	** NO CONTACT ** -- Checkin due by 13:17 <i>Applies to: Salish D2</i>
2016-07-03 13:07	TE DISPATCHED	** NO CONTACT ** -- Checkin due by 13:17 <i>Applies to: Salish D3</i>
2016-07-03 13:07	TE DISPATCHED	** NO CONTACT ** -- Checkin due by 13:17 <i>Applies to: Salish D4</i>
2016-07-03 13:07	TE DISPATCHED	** NO CONTACT ** -- Checkin due by 13:17 <i>Applies to: Salish B</i>
2016-07-03 13:07	TE DISPATCHED	** NO CONTACT ** -- Checkin due by 13:17 <i>Applies to: Salish B1</i>
2016-07-03 13:07	TE DISPATCHED	** NO CONTACT ** -- Checkin due by 13:17 <i>Applies to: Salish B5</i>
2016-07-03 13:07	TE DISPATCHED	** NO CONTACT ** -- Checkin due by 13:17 <i>Applies to: Salish B4</i>
2016-07-03 13:07	TE DISPATCHED	** NO CONTACT ** -- Checkin due by 13:17 <i>Applies to: Salish B2</i>
2016-07-03 13:07	TE DISPATCHED	** NO CONTACT ** -- Checkin due by 13:17 <i>Applies to: Salish B3</i>
2016-07-03 13:07	TE DISPATCHED	** NO CONTACT ** -- Checkin due by 13:17 <i>Applies to: Salish 1</i>
2016-07-03 13:08	EC STANDBY	as per ops calling about 173 - - will be 2.5hrs to get here to coastal <i>Applies to: 2P2C</i>
2016-07-03 13:08	EC ASSIGNED	Assigned to activity <i>Applies to: 2P2C</i>

Date	Status	Message
2016-07-03 13:08	EC PENDING	Changed status from STANDBY to PENDING - Next check-in cleared <i>Applies to: 2P2C</i>
2016-07-03 13:10	EC PENDING	calling back - passed to RWCO <i>Applies to: 2P2C</i>
2016-07-03 13:10	EC	updated ops of tanker update <i>Applies to: 2016-V10173</i>
2016-07-03 13:10	AC DISPATCHED	** NO CONTACT CLEARED ** <i>Applies to: Salish UC {Mt. Currie}</i>
2016-07-03 13:10	AC DISPATCHED	** NO CONTACT CLEARED ** <i>Applies to: Salish A</i>
2016-07-03 13:10	AC DISPATCHED	** NO CONTACT CLEARED ** <i>Applies to: Salish A1</i>
2016-07-03 13:10	AC DISPATCHED	** NO CONTACT CLEARED ** <i>Applies to: Salish A3</i>
2016-07-03 13:10	AC DISPATCHED	** NO CONTACT CLEARED ** <i>Applies to: Salish A4</i>
2016-07-03 13:10	AC DISPATCHED	** NO CONTACT CLEARED ** <i>Applies to: Salish A2</i>
2016-07-03 13:10	AC DISPATCHED	** NO CONTACT CLEARED ** <i>Applies to: Salish A5</i>
2016-07-03 13:10	AC DISPATCHED	** NO CONTACT CLEARED ** <i>Applies to: Salish C</i>
2016-07-03 13:10	AC DISPATCHED	** NO CONTACT CLEARED ** <i>Applies to: Salish C1</i>
2016-07-03 13:10	AC DISPATCHED	** NO CONTACT CLEARED ** <i>Applies to: Salish C3</i>
2016-07-03 13:10	AC DISPATCHED	** NO CONTACT CLEARED ** <i>Applies to: Salish C2</i>
2016-07-03 13:10	AC DISPATCHED	** NO CONTACT CLEARED ** <i>Applies to: Salish C5</i>
2016-07-03 13:10	AC DISPATCHED	** NO CONTACT CLEARED ** <i>Applies to: Salish C4</i>
2016-07-03 13:10	AC DISPATCHED	** NO CONTACT CLEARED ** <i>Applies to: Salish D</i>
2016-07-03 13:10	AC DISPATCHED	** NO CONTACT CLEARED ** <i>Applies to: Salish D1</i>
2016-07-03 13:10	AC DISPATCHED	** NO CONTACT CLEARED ** <i>Applies to: Salish D2</i>
2016-07-03 13:10	AC DISPATCHED	** NO CONTACT CLEARED ** <i>Applies to: Salish D3</i>
2016-07-03 13:10	AC DISPATCHED	** NO CONTACT CLEARED ** <i>Applies to: Salish D4</i>
2016-07-03 13:10	AC DISPATCHED	** NO CONTACT CLEARED ** <i>Applies to: Salish B</i>
2016-07-03 13:10	AC DISPATCHED	** NO CONTACT CLEARED ** <i>Applies to: Salish B1</i>
2016-07-03 13:10	AC DISPATCHED	** NO CONTACT CLEARED ** <i>Applies to: Salish B5</i>
2016-07-03 13:10	AC DISPATCHED	** NO CONTACT CLEARED ** <i>Applies to: Salish B4</i>

Date	Status	Message
2016-07-03 13:10	AC DISPATCHED	** NO CONTACT CLEARED ** <i>Applies to: Salish B2</i>
2016-07-03 13:10	AC DISPATCHED	** NO CONTACT CLEARED ** <i>Applies to: Salish B3</i>
2016-07-03 13:10	AC DISPATCHED	** NO CONTACT CLEARED ** <i>Applies to: Salish 1</i>
2016-07-03 13:10	AC DISPATCHED	Next check-in: [07/03] 13:40 <i>Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC (Mt. Currie)</i>
2016-07-03 13:10	EC PENDING	calling cell straight to vm <i>Applies to: 2P4A</i>
2016-07-03 13:10	AC DISPATCHED	allowing more time to check off <i>Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC (Mt. Currie)</i>
2016-07-03 13:10	AC DISPATCHED	Next check-in: [07/03] 13:30 <i>Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC (Mt. Currie)</i>
2016-07-03 13:11	EC PENDING	calling home number - eta to FC 10min <i>Applies to: 2P4A</i>
2016-07-03 13:12	AC PENDING	per RWCO - will need to divert down to YYJ airport in vic after picking up 2P4A at coastal <i>Applies to: CF-VSP</i>
2016-07-03 13:14	KP PENDING	Sticky note changed from: 'July 3: V10173 - Pilot:' to: 'July 3: V10173 - Pilot.s.22 s.22' <i>Applies to: CF-VSP</i>
2016-07-03 13:14	KP PENDING	Sticky note changed from: 'July 3: V10173, Pilot s.22 - 1px: 2P13' to: 'July 3: V10173, Pilot s.22 - 1px: 2P13'. <i>Applies to: CG-VHB</i>
2016-07-03 13:14	AC PENDING	calling air ops to confirm where at YYJ to pick up 2P2C - Shell Aerocentre <i>Applies to: CF-VSP</i>
2016-07-03 13:15	AC PENDING	RWCO advising to head to Shell Aerocentre <i>Applies to: 2P2C</i>
2016-07-03 13:16	AC PENDING	Sticky note changed from: 'July 3: V10173 - Pilot s.22 ' to: 'July 3: V10173 - Pilot: s.22) - 2 px: 2P4A, 2P2C'. <i>Applies to: CF-VSP</i>
2016-07-03 13:19	AC PENDING	calling pilot to advise - passed on after coming to coastal he is to head to victoria and get 2P2c at shell aerocentre - advised silver simplex- will call lifting <i>Applies to: CF-VSP</i>
2016-07-03 13:20	AC PENDING	calling to advise will have to head to Victoria after leaving coastal to pick up 2P2C - no answer - did not leave message <i>Applies to: 2P4A</i>
2016-07-03 13:21	EC EN ROUTE	calling to update on aircraft - advised vsp 2p4a 2p2c - asked about vsp eta - advised delta fd jurisdiction and thz - about 15min back from airport - talked to the pilot a few times - might have to report to yvr air traffic control pilot has called them - advised of tanker eta - freq silver - chopper 7 - at the airport nci lifting <i>Applies to: 2P13</i>
2016-07-03 13:21	EC AT BASE	Changed status from EN ROUTE to AT BASE - Next check-in cleared <i>Applies to: 2P13</i>

Date	Status	Message
2016-07-03 13:21	EC AT BASE	updated ops Applies to: 2P13
2016-07-03 13:24	TE ASSIGNED	<i>Assigned to activity</i> Applies to: GV Alpha, GV Bravo, GV Charlie, GV1 Crew
2016-07-03 13:24	TE EN ROUTE	<i>Changed status from OFF DUTY to EN ROUTE - Next check-in: [07/03] 15:24</i> Applies to: GV Alpha, GV Bravo, GV Charlie, GV1 Crew
2016-07-03 13:24	TE ASSIGNED	<i>Assigned to activity</i> Applies to: GV3
2016-07-03 13:24	TE EN ROUTE	<i>Added GV3 to GV1 Crew</i> Applies to: GV1 Crew, GV3
2016-07-03 13:24	TE EN ROUTE	<i>Changed status from OFF DUTY to EN ROUTE</i> Applies to: GV3
2016-07-03 13:24	EC	calling Delta FD cheif - advised of tanker eta 20min - gave freq for silver 163.890 Applies to: 2016-V10173
2016-07-03 13:24	TE EN ROUTE	Confirm names on checkin Applies to: GV Alpha, GV Bravo, GV Charlie, GV1 Crew, GV3
2016-07-03 13:26	KP DISPATCHED	Passed Incident number, simplex, and directions -- about to leave -- will check off Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}
2016-07-03 13:26	KP DISPATCHED	<i>Next check-in: [07/03] 13:56</i> Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}
2016-07-03 13:30	EC OFF DUTY	as per ops will be attending Applies to: WP1
2016-07-03 13:30	EC ASSIGNED	<i>Assigned to activity</i> Applies to: WP1
2016-07-03 13:30	EC PENDING	<i>Changed status from OFF DUTY to PENDING - Next check-in cleared</i> Applies to: WP1
2016-07-03 13:30	EC OFF DUTY	hired by FD for the incident Applies to: CF-THZ
2016-07-03 13:30	EC ASSIGNED	<i>Assigned to activity</i> Applies to: CF-THZ
2016-07-03 13:30	EC PENDING	<i>Changed status from OFF DUTY to PENDING - Next check-in cleared</i> Applies to: CF-THZ
2016-07-03 13:31	AC	calling air ops as per ops - finding out information for chopper 9 - air ops will call back Applies to: 2016-V10173
2016-07-03 13:32	EC PENDING	off hope no px chilliwack nci landing Applies to: CG-VHB
2016-07-03 13:32	EC EN ROUTE	<i>Changed status from PENDING to EN ROUTE - Next check-in: [07/03] 14:02</i> Applies to: CG-VHB
2016-07-03 13:33	TE DISPATCHED	off pemberton - eta 2.5-3hrs // nci arrival Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}

Date	Status	Message
2016-07-03 13:33	TE EN ROUTE	Changed status from DISPATCHED to EN ROUTE - Next check-in: [07/03] 16:30 <i>Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC (Mt. Currie)</i>
2016-07-03 13:33	KP PENDING	> parksville to Pick up 2P4A will pass ETA soon <i>Applies to: CF-VSP</i>
2016-07-03 13:33	KP EN ROUTE	Changed status from PENDING to EN ROUTE - Next check-in: [07/03] 14:03 <i>Applies to: CF-VSP</i>
2016-07-03 13:34	EC EN ROUTE	tracking <i>Applies to: CG-VHB</i>
2016-07-03 13:40	EC	bd 131 - about 10min back from fire - confirmed aircraft info - no one on site - advised gave silver to fd - vhb with 2p13 in chilliwack - will contact them on the ground - gave fd cheif number - advised fd is aware they are coming <i>Applies to: 2016-V10173</i>
2016-07-03 13:41	EC EN ROUTE	advised bd 131 callsign - vhb calling 131 - advising bd 10min out from chilliwack - advised to contact airtraffic control - bd asked vhb to contact when they are 5min back from incident on repeater <i>Applies to: CG-VHB</i>
2016-07-03 13:41	KP EN ROUTE	ETA 13 min <i>Applies to: CF-VSP</i>
2016-07-03 13:41	KP EN ROUTE	Next check-in: [07/03] 14:11 <i>Applies to: CF-VSP</i>
2016-07-03 13:41	KP EN ROUTE	Next check-in: [07/03] 14:03 <i>Applies to: CF-VSP</i>
2016-07-03 13:42	EC ASSIGNED	Assigned to activity <i>Applies to: CF-THU</i>
2016-07-03 13:47	EC PENDING	lifting foundry bay to get delta batalion cheif - orbit for bog - advised bd on silver - nic lifting <i>Applies to: CF-THZ</i>
2016-07-03 13:47	EC IDLE	Changed status from PENDING to IDLE - Next check-in: [07/03] 14:17 <i>Applies to: CF-THZ</i>
2016-07-03 13:47	EC IDLE	Sticky note added: 'July 3: V10173 - Pilot: // Hired by Delta FD'. <i>Applies to: CF-THZ</i>
2016-07-03 13:48	AC	Air ops will be speaking to Talon helis and find out if THU will be attending <i>Applies to: 2016-V10173</i>
2016-07-03 13:50	EC EN ROUTE	landed chilli lifting with 2p13 - nci 30min <i>Applies to: CG-VHB</i>
2016-07-03 13:50	EC EN ROUTE	Next check-in: [07/03] 14:20 <i>Applies to: CG-VHB</i>
2016-07-03 13:50	EC EN ROUTE	Boarded 2P13 on CG-VHB <i>Applies to: 2P13, CG-VHB</i>
2016-07-03 13:50	EC EN ROUTE	Changed status from AT BASE to EN ROUTE <i>Applies to: 2P13</i>
2016-07-03 13:53	EC	contact on the ground duty officer Brad Wilson ^{s.22} had confirmed that fire fighters are off the fire for bd action - staging area: north side of 72 overpass - prefer that crews go there first for breifing <i>Applies to: 2016-V10173</i>

Date	Status	Message
2016-07-03 13:55	EC EN ROUTE	calling to advise staging area: north side of 72 overpass - prefer that crews go there first for breifing - nci 30min Applies to: 2P13, CG-VHB
2016-07-03 13:55	EC EN ROUTE	Next check-in: [07/03] 14:25 Applies to: 2P13, CG-VHB
2016-07-03 13:55	KP EN ROUTE	tried calling in- couldnt copy coastal Applies to: CF-VSP
2016-07-03 13:55	AC	Air ops spoke with s.22 will be pilot for THU, is going to take a look - realize there is a NOTAM (<3000ft) in place - may or may not be allowed into the area because of YVR terminal traffic (above 3000 ft), they have spoken to Kamloops flight information -Air ops does not anticipate a conflict, and THU will call in if coming into the area of the fire - however there is a global helicopter in the area at 1500 feet currently taking pictures, which is in violation of the NOTAM, nothing air ops can do about that at this time Applies to: 2016-V10173
2016-07-03 13:56	AC	updated ops Applies to: 2016-V10173
2016-07-03 13:57	EC IDLE	lifting boundry bay delta cheif - can see bomber - looking to orbit fire - told to contact bd on silver to see if they can enter - nci 30min Applies to: CF-THZ
2016-07-03 13:57	EC EN ROUTE	Changed status from IDLE to EN ROUTE - Next check-in: [07/03] 14:27 Applies to: CF-THZ
2016-07-03 13:57	AC PENDING	Per air ops - will likely be attending incident Applies to: CF-THU
2016-07-03 13:59	EC EN ROUTE	calling to advise staging area: north side of 72 overpass - prefer that crews go there first for breifing - copied staging - probably 30min back can see the column - advised of aircraft - asked about heavy in pemberton - delta FD - asked about heli costing - advised VHB and 2P13 - seeing from a distance thinks looking into a heavy might be a good idea - nci 2hrs Applies to: Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4
2016-07-03 14:00	EC EN ROUTE	updated ops Applies to: Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4
2016-07-03 14:00	AC PENDING	called in landline - passed on VSP inbound to come to YYJ - passed phone to ops Applies to: 2P2C
2016-07-03 14:01	EC EN ROUTE	calling to advise staging area: north side of 72 overpass - prefer that crews go there first for breifing - traffic heavy in whistler Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}
2016-07-03 14:02	EC	bd 131 - someone doing a recce of the fire - they are overhead and they are trying to do some runs - will contact thz on silver Applies to: 2016-V10173
2016-07-03 14:03	EC	updated ops with tanker update Applies to: 2016-V10173
2016-07-03 14:03	KP EN ROUTE	** NO CONTACT ** -- Checkin due by 14:13 Applies to: CF-VSP
2016-07-03 14:03	KP EN ROUTE	tried on radio - sunshine coast-- nth Applies to: CF-VSP

Date	Status	Message
2016-07-03 14:04	KP EN ROUTE	tried on south island -- nth Applies to: CF-VSP
2016-07-03 14:04	EC	metro 12: trying to estbalish comms - generator site at 80th ave power shut down but diesel facility ready to go up Applies to: 2016-V10173
2016-07-03 14:04	KP <i>EN ROUTE</i>	** NO CONTACT CLEARED ** Applies to: CF-VSP
2016-07-03 14:04	KP <i>EN ROUTE</i>	Next check-in: [07/03] 14:34 Applies to: CF-VSP
2016-07-03 14:04	KP EN ROUTE	Can see Heli landed at coastal Applies to: CF-VSP
2016-07-03 14:04	KP <i>IDLE</i>	Changed status from EN ROUTE to IDLE - Next check-in: [07/03] 14:34 Applies to: CF-VSP
2016-07-03 14:06	EC	metro I/I - call from facility operator - shut down power to tower but diesel generator inside is going to catch on fire - trying to relay to fire command - advised with tell thz - 604 230 3569 Jessie Metro 12 Applies to: 2016-V10173
2016-07-03 14:07	EC EN ROUTE	trying to raise to advise of diesel generator - will advise ground crews - nci 30min Applies to: CF-THZ
2016-07-03 14:07	EC <i>EN ROUTE</i>	Next check-in: [07/03] 14:37 Applies to: CF-THZ
2016-07-03 14:09	AC	RWCO updated Information Applies to: 2016-V10173
2016-07-03 14:09	EC EN ROUTE	trying to raise to advise of generator on cell tower that may explode - no contact Applies to: 2P13, CG-VHB
2016-07-03 14:11	EC EN ROUTE	as per ops ask 2p13 about air resources following tanker action - would like to know asap so that we can arrange aircraft - also pass along tanker update Applies to: 2P13, CG-VHB
2016-07-03 14:14	EC EN ROUTE	trying to raise - no contact Applies to: 2P13, CG-VHB
2016-07-03 14:15	EC	updated ops Applies to: 2016-V10173
2016-07-03 14:16	TE IDLE	departing for victoria // nci 30 or landing Applies to: CF-VSP
2016-07-03 14:16	TE <i>EN ROUTE</i>	Changed status from IDLE to EN ROUTE - Next check-in: [07/03] 14:46 Applies to: CF-VSP
2016-07-03 14:16	TE <i>EN ROUTE</i>	Boarded 2P4A on CF-VSP Applies to: 2P4A, CF-VSP
2016-07-03 14:16	TE <i>EN ROUTE</i>	Changed status from PENDING to EN ROUTE Applies to: 2P4A
2016-07-03 14:18	EC EN ROUTE	trying on fraser - no contact Applies to: 2P13, CG-VHB
2016-07-03 14:22	EC EN ROUTE	on site with delta fd - will be looking to get into aircraft with them and complete ifr - nci lifting Applies to: Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4
2016-07-03 14:22	EC <i>ON SCENE</i>	Changed status from EN ROUTE to ON SCENE - Next check-in: [07/03] 16:22 Applies to: Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4

Date	Status	Message
2016-07-03 14:22	EC EN ROUTE	as per ops ask about air support during tanker cycles Applies to: 2P13, CG-VHB
2016-07-03 14:23	AC ASSIGNED	<i>Assigned to activity</i> Applies to: Incident V10173
2016-07-03 14:23	AC PENDING	<i>Changed status from OFF DUTY to PENDING - Next check-in cleared</i> Applies to: Incident V10173
2016-07-03 14:25	EC EN ROUTE	checking on site 173 - going to contact ic s.22 - gv b and c no longer work for them Applies to: GV Alpha, GV Bravo, GV Charlie, GV1 Crew, GV3
2016-07-03 14:25	EC ON SCENE	<i>Changed status from EN ROUTE to ON SCENE - Next check-in: [07/03] 16:25</i> Applies to: GV Alpha, GV Bravo, GV Charlie, GV1 Crew, GV3
2016-07-03 14:25	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 14:35 Applies to: CG-VHB
2016-07-03 14:25	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 14:35 Applies to: 2P13
2016-07-03 14:27	EC EN ROUTE	** NO CONTACT CLEARED ** Applies to: CG-VHB
2016-07-03 14:27	EC EN ROUTE	** NO CONTACT CLEARED ** Applies to: 2P13
2016-07-03 14:27	EC EN ROUTE	<i>Next check-in: [07/03] 14:57</i> Applies to: 2P13, CG-VHB
2016-07-03 14:27	EC EN ROUTE	trying on fraser - ops normal over the fire - advised of generator - asked about air support - 2p13 talking with bd 131 - fire boss scoopers - want to get in a circuit with the helis bx between fixed wing drops - 8-10ha rank 2-3 pushing east wind from west - slash regen values fuels on the ground - asked coastal to standby for IFR Applies to: 2P13, CG-VHB
2016-07-03 14:27	EC EN ROUTE	as per ops - should costal organize aircraft to bx? Applies to: 2P13, CG-VHB
2016-07-03 14:28	EC	updated ops with tanker update Applies to: 2016-V10173
2016-07-03 14:30	EC EN ROUTE	sat down with the fire cheif and the command site nci lifting Applies to: CF-THZ
2016-07-03 14:30	EC IDLE	<i>Changed status from EN ROUTE to IDLE - Next check-in: [07/03] 15:00</i> Applies to: CF-THZ
2016-07-03 14:32	TE EN ROUTE	as per ops - V60174 - assist ben to find it Applies to: 2P4A, CF-VSP
2016-07-03 14:33	TE EN ROUTE	calling vsp on south island // no contact Applies to: 2P4A, CF-VSP
2016-07-03 14:34	TE EN ROUTE	Coords: 48° 41.864 x -123° 44.473 Applies to: 2P4A, CF-VSP
2016-07-03 14:37	TE EN ROUTE	trying on south island // no contact Applies to: 2P4A, CF-VSP
2016-07-03 14:38	JS EN ROUTE	30 min checkin via 2p4A on cell phone Applies to: 2P4A, CF-VSP
2016-07-03 14:38	JS EN ROUTE	<i>Next check-in: [07/03] 15:08</i> Applies to: 2P4A, CF-VSP

Date	Status	Message
2016-07-03 14:39	EC EN ROUTE	2p13: ifr - recommended action : convo with bd 131 - fire bosses useful - 1hr back - life 2 mediums to help with bx inbetween drops - 4 heli bx rotations - crews: another unit crew tomorrow with full compliment 4-6pumps each and 100 lengths of hose - 2 2500 gal relay tanks - at this time - going to leave airspace for tanker action - set down local to fd - 4 engines small hose lay couple 100ft ineffective no personell direct attack - need helis this afternoon - update soon - meeting up with fd - let bd do work - both unit crews as soon as possible tomorrow 0800 or earlier - taking more laps looking for natural point for fire to stop - need a break in terrain for it to stop - nci landing or 30min
Applies to: 2P13, CG-VHB		
2016-07-03 14:39	EC EN ROUTE	Next check-in: [07/03] 15:09
Applies to: 2P13, CG-VHB		
2016-07-03 14:39	EC EN ROUTE	updated ops - as per ops have 2P13 put together an org chart when possible
Applies to: 2P13, CG-VHB		
2016-07-03 14:41	TE EN ROUTE	ops normal // 10 mins for victoria // provided coords to incident // nci with update
Applies to: 2P4A, CF-VSP		
2016-07-03 14:41	TE EN ROUTE	Next check-in: [07/03] 15:11
Applies to: 2P4A, CF-VSP		
2016-07-03 14:43	EC EN ROUTE	2p13 vhb landed at staging nci lifting - asked about org chart - metro crews here on the ground in convo with batalion cheif - 2p13 to l/i ops - nci lifting
Applies to: 2P13, CG-VHB		
2016-07-03 14:43	EC IDLE	Changed status from EN ROUTE to IDLE - Next check-in: [07/03] 15:13
Applies to: 2P13, CG-VHB		
2016-07-03 14:44	AC	air ops working on aricraft for fire 173 - will advise when booked
Applies to: 2016-V10173		
2016-07-03 14:51	AC	in Expanded attack as per ops
Applies to: 2016-V10173		
2016-07-03 14:52	JS	Air ops calling (2p4) - 2 mediums are s.22 s.22 - going to launch from boundary bay (talon) - Hydra from abbotsford to boundary bay
Applies to: 2016-V10173		
2016-07-03 14:53	JS ASSIGNED	Assigned to activity
Applies to: CF-TVL		
2016-07-03 14:53	JS PENDING	Changed status from OFF DUTY to PENDING - Next check-in cleared
Applies to: CF-TVL		
2016-07-03 14:53	JS PENDING	Sticky note added: s.22
Applies to: CF-TVL		
2016-07-03 14:53	JS ASSIGNED	Assigned to activity
Applies to: CF-NPG		
2016-07-03 14:53	JS PENDING	Changed status from OFF DUTY to PENDING - Next check-in cleared
Applies to: CF-NPG		
2016-07-03 14:53	TE EN ROUTE	located smoke close to geo - ifr
Applies to: 2P4A, CF-VSP		
2016-07-03 14:53	TE EN ROUTE	Next check-in: [07/03] 15:23
Applies to: 2P4A, CF-VSP		
2016-07-03 14:54	JS PENDING	Sticky note added: s.22
Applies to: CF-NPG		

Date	Status	Message
2016-07-03 14:56	TE EN ROUTE	recc action - 1 IA with 550 should be all // no anticipation of toher needs - person on quad close to fire - not sure if call is from them or not callin in fire - will continue // nci landing Applies to: 2P4A, CF-VSP
2016-07-03 14:56	TE EN ROUTE	Next check-in: [07/03] 15:26 Applies to: 2P4A, CF-VSP
2016-07-03 14:57	AC EN ROUTE	updated 2p13 regarding NPG and TVL heading to boundary bay, TVL already there and NPG will be inbound - per 2p13 would like to get them into a bx rotation so will try to get them in while the tankers are working - per 2p13 pass on silver simplex when talking to the helis Applies to: 2P13, CG-VHB
2016-07-03 14:59	AC	EMBC calling - passed call to RWCO Applies to: 2016-V10173
2016-07-03 15:01	AC IDLE	still idle Applies to: CF-THZ
2016-07-03 15:01	AC IDLE	Next check-in: [07/03] 15:31 Applies to: CF-THZ
2016-07-03 15:02	AC PENDING	Sticky note changed from: s.22 to: 'July 3: V10173 - Pilot: s.22' Applies to: CF-NPG
2016-07-03 15:08	TE EN ROUTE	heard on South island // no contact - tracking as landed Applies to: 2P4A, CF-VSP
2016-07-03 15:09	AC PENDING	Sticky note changed from: s.22 to: 'July 3 - V10173 - Pilot s.22' Applies to: CF-TVL
2016-07-03 15:10	AC EN ROUTE	I/I: cannot get out on yellow at YYJ - landed picking up 2P2c, might up some fuel nci lifting Applies to: 2P4A, CF-VSP
2016-07-03 15:10	AC IDLE	Changed status from EN ROUTE to IDLE - Next check-in: [07/03] 15:40 Applies to: 2P4A, CF-VSP
2016-07-03 15:13	AC IDLE	updated on aircraft NPG and TVL and gave most recent ATR update Applies to: 2P4A, CF-VSP
2016-07-03 15:14	AC IDLE	still idle Applies to: 2P13, CG-VHB
2016-07-03 15:14	AC IDLE	Next check-in: [07/03] 15:44 Applies to: 2P13, CG-VHB
2016-07-03 15:14	JS IDLE	Next check-in: [07/03] 17:15 Applies to: 2P13, CG-VHB
2016-07-03 15:16	AC PENDING	called pilot and passed on 2p13 cell number and silver on site - he will call to figure out plan of attack Applies to: CF-TVL
2016-07-03 15:16	EC	clarrification: note at 1456 in VSP for incident V60174 no V10173 Applies to: 2016-V10173
2016-07-03 15:17	AC PENDING	tried to call pilot cell to advise silver simplex and contact 2p13 for plan - went to vm did not leave message Applies to: CF-NPG
2016-07-03 15:24	EC	updated ops with tanker update Applies to: 2016-V10173
2016-07-03 15:25	EC ON SCENE	Completed activity Applies to: GV Bravo

Date	Status	Message
2016-07-03 15:26	EC EN ROUTE	as per ops advise thz is ours to bx with - bcws will cover cost - advise the we gave tvl pilot his contact and waiting for npg to check off but will get him to contact him on silver Applies to: 2P13, CG-VHB
2016-07-03 15:27	EC EN ROUTE	called cell - went to vm - no message left Applies to: 2P13, CG-VHB
2016-07-03 15:28	EC OFF DUTY	Removed GV Charlie from GV1 Crew Applies to: GV Charlie, GV1 Crew
2016-07-03 15:28	EC OFF DUTY	Changed status from ON SCENE to OFF DUTY - Next check-in cleared Applies to: GV Charlie
2016-07-03 15:28	EC OFF DUTY	Completed activity Applies to: GV Charlie
2016-07-03 15:28	EC ON SCENE	Completed activity Applies to: GV3
2016-07-03 15:30	EC ON SCENE	Sticky note added: 'July 3: V10173 - 4pk: GV s.22' Applies to: GV1 Crew
2016-07-03 15:31	AC IDLE	still idle Applies to: CF-THZ
2016-07-03 15:31	AC IDLE	Next check-in: [07/03] 16:01 Applies to: CF-THZ
2016-07-03 15:31	AC IDLE	Next check-in: [07/03] 16:30 Applies to: CF-THZ
2016-07-03 15:31	EC EN ROUTE	calling cell - no answer - no message left Applies to: 2P13, CG-VHB
2016-07-03 15:32	EC EN ROUTE	trying on fraser - no contact Applies to: 2P13, CG-VHB
2016-07-03 15:36	EC ON SCENE	calling golf 1 as couldn't contact 2p13 - advised hired thz - advised about tvl and npg - wp1 running the air right now - golf 1 to advise 2p13 - coast golf 1 ops normal for all crews on 173 - nci 1730 through 2p13 and coast golf 1 as backup Applies to: Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4
2016-07-03 15:36	EC ON SCENE	Next check-in: [07/03] 17:30 Applies to: Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4
2016-07-03 15:37	EC PENDING	as per golf 1 - ops normal for all crews nci 1730 Applies to: Incident V10173
2016-07-03 15:37	EC ON SCENE	Changed status from PENDING to ON SCENE - Next check-in: [07/03] 17:30 Applies to: Incident V10173
2016-07-03 15:37	EC ON SCENE	Added GV1 Crew to Coast Golf 1 Checkin(Incident V10173) Applies to: GV1 Crew, Incident V10173
2016-07-03 15:37	EC ON SCENE	Added Coast Golf to Coast Golf 1 Checkin(Incident V10173) Applies to: Coast Golf, Incident V10173
2016-07-03 15:37	EC ON SCENE	Disembarked 2P13 from CG-VHB and Added 2P13 to Coast Golf 1 Checkin(Incident V10173) Applies to: 2P13, CG-VHB, Incident V10173
2016-07-03 15:37	EC ON SCENE	Changed status from EN ROUTE to ON SCENE Applies to: 2P13
2016-07-03 15:37	EC ON SCENE	Sticky note added: 'July 3: V10173'. Applies to: Incident V10173

Date	Status	Message
2016-07-03 15:39	EC	as per ops - Delta fd 16 personnel 4 pumper trucks 2 sibe by sides (atv) 1 ic post - s.22 is the IC in joint command 2P13 is acting as operations 2P4a is air/helco - objective is to provide protection for leslies timber and lumber yard - working uc and ia late tonight approx 2230
Applies to: 2016-V10173		
2016-07-03 15:39	AC IDLE	lifting to reposition - no px nci landing
Applies to: CF-THZ		
2016-07-03 15:39	AC EN ROUTE	Changed status from IDLE to EN ROUTE - Next check-in: [07/03] 16:09
Applies to: CF-THZ		
2016-07-03 15:39	EC	updated ops with tanker update
Applies to: 2016-V10173		
2016-07-03 15:40	EC EN ROUTE	down and clear nci lifting
Applies to: CF-THZ		
2016-07-03 15:40	EC IDLE	Changed status from EN ROUTE to IDLE - Next check-in: [07/03] 16:10
Applies to: CF-THZ		
2016-07-03 15:40	AC IDLE	still idle
Applies to: 2P4A, CF-VSP		
2016-07-03 15:40	AC IDLE	Next check-in: [07/03] 16:10
Applies to: 2P4A, CF-VSP		
2016-07-03 15:41	EC IDLE	asked about tracking - will activate it right away
Applies to: CF-THZ		
2016-07-03 15:41	EC PENDING	lifted 2min ago for 173 - advised simplex silver and contact 2p13 - nci 30min
Applies to: CF-NPG		
2016-07-03 15:41	EC EN ROUTE	Changed status from PENDING to EN ROUTE - Next check-in: [07/03] 16:11
Applies to: CF-NPG		
2016-07-03 15:42	EC PENDING	boundry for burns bog nci 30min
Applies to: CF-TVL		
2016-07-03 15:42	EC EN ROUTE	Changed status from PENDING to EN ROUTE - Next check-in: [07/03] 16:12
Applies to: CF-TVL		
2016-07-03 15:43	TE IDLE	heard on south island // no contact
Applies to: 2P4A, CF-VSP		
2016-07-03 15:45	EC EN ROUTE	asked about tracking - no response - no contact
Applies to: CF-TVL		
2016-07-03 15:46	EC EN ROUTE	2
Applies to: CF-TVL		
2016-07-03 15:46	EC EN ROUTE	Next check-in: [07/03] 16:16
Applies to: CF-TVL		
2016-07-03 15:50	EC EN ROUTE	disregard note at 1546
Applies to: CF-TVL		
2016-07-03 15:52	EC EN ROUTE	started tracking
Applies to: CF-TVL		
2016-07-03 15:52	JS IDLE	out of victoria with 2p2c and 2p4a on board to boundary bay - nci 30
Applies to: 2P4A, CF-VSP		
2016-07-03 15:52	JS EN ROUTE	Changed status from IDLE to EN ROUTE - Next check-in: [07/03] 16:22
Applies to: 2P4A, CF-VSP		
2016-07-03 15:52	JS PENDING	Zone changed from South Island to Coastal Fire Centre
Applies to: 2P2C		

Date	Status	Message
2016-07-03 15:52	JS EN ROUTE	Boarded 2P2C on CF-VSP <i>Applies to: 2P2C, CF-VSP</i>
2016-07-03 15:52	JS EN ROUTE	Changed status from PENDING to EN ROUTE <i>Applies to: 2P2C</i>
2016-07-03 15:53	EC OFF DUTY	ops advising of incident <i>Applies to: 2P10</i>
2016-07-03 15:53	EC ASSIGNED	Assigned to activity <i>Applies to: 2P10</i>
2016-07-03 15:53	EC DISPATCHED	Changed status from OFF DUTY to DISPATCHED - Next check-in: [07/03] 16:23 <i>Applies to: 2P10</i>
2016-07-03 15:53	EC OFF DUTY	Changed status from DISPATCHED to OFF DUTY - Next check-in cleared <i>Applies to: 2P10</i>
2016-07-03 15:57	EC EN ROUTE	off boundry with bucket - advised tracking - nci 30min <i>Applies to: CF-TVL</i>
2016-07-03 15:57	EC EN ROUTE	Next check-in: [07/03] 16:27 <i>Applies to: CF-TVL</i>
2016-07-03 16:04	EC	as per ops changing to 50ha <i>Applies to: 2016-V10173</i>
2016-07-03 16:05	EC	ops updated on tanker update <i>Applies to: 2016-V10173</i>
2016-07-03 16:05	EC EN ROUTE	landed boundry bay waiting for instruction nci lifting <i>Applies to: CF-NPG</i>
2016-07-03 16:05	EC IDLE	Changed status from EN ROUTE to IDLE - Next check-in: [07/03] 16:35 <i>Applies to: CF-NPG</i>
2016-07-03 16:06	EC IDLE	called in choppy and unreadable <i>Applies to: CF-NPG</i>
2016-07-03 16:07	EC STANDBY	calling as per ops - 2p4 going to tell him the heli callsign - sending it to courtney airpark for pcik up due to air space issues <i>Applies to: 2P81</i>
2016-07-03 16:07	EC ASSIGNED	Assigned to activity <i>Applies to: 2P81</i>
2016-07-03 16:07	EC PENDING	Changed status from STANDBY to PENDING - Next check-in cleared <i>Applies to: 2P81</i>
2016-07-03 16:07	EC PENDING	called to advise - heading home now and will call departing home <i>Applies to: 2P81</i>
2016-07-03 16:08	JS	Rooms for Salish UC & C. Golf (10 for UC & 2 for Coast Golf) :Gateway Hotel, 3500 Cessna Drive Richmond, BC Phone number 604-278-1241 <i>Applies to: 2016-V10173</i>
2016-07-03 16:08	EC EN ROUTE	as per ops - I/I fc <i>Applies to: 2P2C, 2P4A, CF-VSP</i>
2016-07-03 16:08	EC EN ROUTE	landed boundry nci lifting <i>Applies to: CF-TVL</i>
2016-07-03 16:08	EC IDLE	Changed status from EN ROUTE to IDLE - Next check-in: [07/03] 16:38 <i>Applies to: CF-TVL</i>
2016-07-03 16:10	AC IDLE	I/I: wanting to make sure coastal copied landed - passed on blue tone 7 - asked that coastal call on landline when have further instructions <i>Applies to: CF-NPG</i>
2016-07-03 16:10	EC IDLE	still idle <i>Applies to: CF-THZ</i>

Date	Status	Message
2016-07-03 16:10	EC IDLE	Next check-in: [07/03] 16:40 Applies to: CF-THZ
2016-07-03 16:10	TE ASSIGNED	Assigned to activity Applies to: CG-SEB
2016-07-03 16:10	TE PENDING	Changed status from OFF DUTY to PENDING - Next check-in cleared Applies to: CG-SEB
2016-07-03 16:11	TE PENDING	Sticky note added: 'July 3: V10173 // Pilot.s.22' Applies to: CG-SEB
2016-07-03 16:12	EC IDLE	Next check-in: [07/03] 18:00 Applies to: CF-NPG
2016-07-03 16:12	EC IDLE	Next check-in: [07/03] 18:00 Applies to: CF-TVL
2016-07-03 16:12	EC IDLE	Next check-in: [07/03] 18:00 Applies to: CF-THZ
2016-07-03 16:13	EC IDLE	get pilot name when lifting Applies to: CF-THZ
2016-07-03 16:13	EC IDLE	Next check-in: [07/03] 16:43 Applies to: CF-THZ
2016-07-03 16:13	EC IDLE	Sticky note changed from: 'July 3: V10173 - Pilot: // Hired by Delta FD' to: 'July 3: V10173 - Pilot:'. Applies to: CF-THZ
2016-07-03 16:13	EC IDLE	Next check-in: [07/03] 18:00 Applies to: CF-THZ
2016-07-03 16:14	EC EN ROUTE	Sticky note changed from: 'MIN STBY June 30-July 4 Pemberton' to: 'July 3: V10173 // MIN STBY June 30-July 4 Pemberton'. Applies to: Salish UC {Mt. Currie}
2016-07-03 16:15	EC EN ROUTE	ops normal - advised to l/l ops when they land - nci 30min Applies to: 2P2C, 2P4A, CF-VSP
2016-07-03 16:15	EC EN ROUTE	Next check-in: [07/03] 16:45 Applies to: 2P2C, 2P4A, CF-VSP
2016-07-03 16:17	TE ON SCENE	asking for winds - would like to know whats winds are going to do - looking ahead to next 6 hours Applies to: 2P13, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, GV Alpha, GV1 Crew, Incident V10173
2016-07-03 16:27	EC EN ROUTE	landed boundry bay waiting for skimmer nci lifting Applies to: 2P2C, 2P4A, CF-VSP
2016-07-03 16:27	EC IDLE	Changed status from EN ROUTE to IDLE - Next check-in: [07/03] 16:57 Applies to: 2P2C, 2P4A, CF-VSP
2016-07-03 16:27	EC IDLE	Next check-in: [07/03] 18:30 Applies to: 2P2C, 2P4A, CF-VSP
2016-07-03 16:28	EC	updated ops with tanker update Applies to: 2016-V10173
2016-07-03 16:29	EC	updated ops with tanker update Applies to: 2016-V10173
2016-07-03 16:30	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 16:40 Applies to: Salish UC {Mt. Currie}
2016-07-03 16:30	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 16:40 Applies to: Salish A
2016-07-03 16:30	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 16:40 Applies to: Salish A1
2016-07-03 16:30	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 16:40 Applies to: Salish A3

Date	Status	Message
2016-07-03 16:30	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 16:40 <i>Applies to: Salish A4</i>
2016-07-03 16:30	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 16:40 <i>Applies to: Salish A2</i>
2016-07-03 16:30	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 16:40 <i>Applies to: Salish A5</i>
2016-07-03 16:30	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 16:40 <i>Applies to: Salish C</i>
2016-07-03 16:30	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 16:40 <i>Applies to: Salish C1</i>
2016-07-03 16:30	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 16:40 <i>Applies to: Salish C3</i>
2016-07-03 16:30	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 16:40 <i>Applies to: Salish C2</i>
2016-07-03 16:30	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 16:40 <i>Applies to: Salish C5</i>
2016-07-03 16:30	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 16:40 <i>Applies to: Salish C4</i>
2016-07-03 16:30	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 16:40 <i>Applies to: Salish D</i>
2016-07-03 16:30	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 16:40 <i>Applies to: Salish D1</i>
2016-07-03 16:30	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 16:40 <i>Applies to: Salish D2</i>
2016-07-03 16:30	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 16:40 <i>Applies to: Salish D3</i>
2016-07-03 16:30	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 16:40 <i>Applies to: Salish D4</i>
2016-07-03 16:30	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 16:40 <i>Applies to: Salish B</i>
2016-07-03 16:30	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 16:40 <i>Applies to: Salish B1</i>
2016-07-03 16:30	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 16:40 <i>Applies to: Salish B5</i>
2016-07-03 16:30	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 16:40 <i>Applies to: Salish B4</i>
2016-07-03 16:30	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 16:40 <i>Applies to: Salish B2</i>
2016-07-03 16:30	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 16:40 <i>Applies to: Salish B3</i>
2016-07-03 16:30	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 16:40 <i>Applies to: Salish 1</i>
2016-07-03 16:31	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish UC {Mt. Currie}</i>
2016-07-03 16:31	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish A</i>
2016-07-03 16:31	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish A1</i>
2016-07-03 16:31	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish A3</i>

Date	Status	Message
2016-07-03 16:31	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish A4</i>
2016-07-03 16:31	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish A2</i>
2016-07-03 16:31	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish A5</i>
2016-07-03 16:31	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish C</i>
2016-07-03 16:31	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish C1</i>
2016-07-03 16:31	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish C3</i>
2016-07-03 16:31	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish C2</i>
2016-07-03 16:31	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish C5</i>
2016-07-03 16:31	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish C4</i>
2016-07-03 16:31	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish D</i>
2016-07-03 16:31	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish D1</i>
2016-07-03 16:31	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish D2</i>
2016-07-03 16:31	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish D3</i>
2016-07-03 16:31	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish D4</i>
2016-07-03 16:31	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish B</i>
2016-07-03 16:31	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish B1</i>
2016-07-03 16:31	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish B5</i>
2016-07-03 16:31	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish B4</i>
2016-07-03 16:31	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish B2</i>
2016-07-03 16:31	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish B3</i>
2016-07-03 16:31	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish 1</i>
2016-07-03 16:31	EC EN ROUTE	Next check-in: [07/03] 18:31 <i>Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}</i>
2016-07-03 16:31	EC EN ROUTE	calling cell - lions gate bridge has been bumper to bumper since squamish - nci on site 2hrs <i>Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}</i>

Date	Status	Message
2016-07-03 16:32	EC PENDING	Sticky note changed from: 'July 3: V10173 // Pilot: s.22' to: 'July 3: V10173 // Pilot: s.22 -- 1px: 2P81'.
Applies to: CG-SEB		
2016-07-03 16:39	EC PENDING	rwco advised of heli eta to courtney and aircraft callsign
Applies to: 2P81		
2016-07-03 16:39	EC PENDING	Sticky note changed from: 'MIN STBY June 30-July 4 -ZWCO Quinsun' to: 'July 3: V10173 // MIN STBY June 30-July 4 -ZWCO Quinsun'.
Applies to: 2P81		
2016-07-03 16:40	AC	per RWCO - dispatch should be getting a SPOT forecast soon for this incident
Applies to: 2016-V10173		
2016-07-03 16:43	EC ON SCENE	as per ops calling to provide hotel info - advised of where the salish were on nci - gave contact for salish 1 - avail on ph for ops to call
Applies to: 2P13, Incident V10173		
2016-07-03 16:44	EC ON SCENE	clarification: advised salish location on their last checkin
Applies to: 2P13, Incident V10173		
2016-07-03 16:48	EC EN ROUTE	called in talked to ops
Applies to: 2P4A, CF-VSP		
2016-07-03 16:51	JS	delta fire calling - fire jumped to nth side of hwy requesting water drop there
Applies to: 2016-V10173		
2016-07-03 16:52	EC	delta fire - provided coordinates - s.22 - emailed coordinates
Applies to: 2016-V10173		
2016-07-03 16:53	AC PENDING	lifting CR 7 mins ago - caught up in air traffic - 6 mins from courtney airport
Applies to: CG-SEB		
2016-07-03 16:53	AC EN ROUTE	Changed status from PENDING to EN ROUTE - Next check-in: [07/03] 17:23
Applies to: CG-SEB		
2016-07-03 16:53	AC EN ROUTE	Sticky note changed from: 'July 3: V10173 // Pilot: s.22' to: 'July 3: V10173 // Pilot: s.22 -- 1px: 2P81' to: 'July 3: V10173 // Pilot: s.22 -- 1px: 2P80'.
Applies to: CG-SEB		
2016-07-03 16:54	AC EN ROUTE	tracking
Applies to: CG-SEB		
2016-07-03 16:54	AC ASSIGNED	Assigned to activity
Applies to: 2P80		
2016-07-03 16:54	AC PENDING	Changed status from OFF DUTY to PENDING - Next check-in cleared
Applies to: 2P80		
2016-07-03 16:55	EC ON SCENE	called as per ops - advise of request for drop on other side of the fire - bcws reporting that it hasn't jumped the hwy - can't lift because of skimmer - golf and metro on the hwy looking for spotting over the hwy - direct might not be possible tonight - asked about unit crew can't really use them tonight will need them for tomorrow morning
Applies to: 2P13, Incident V10173		
2016-07-03 16:56	JS PENDING	called about SEB arrival in comox - told it just lifted and was about 6 min back
Applies to: 2P80		
2016-07-03 16:56	EC ON SCENE	updated ops - Fraser UC leaving tomorrow at 0630 for the incident - advise 2P13 on next communication
Applies to: 2P13, Incident V10173		
2016-07-03 16:57	EC IDLE	tracking
Applies to: CF-THZ		

Date	Status	Message
2016-07-03 16:57	EC ON SCENE	also need to advise of 2P81 accomodations at Pacific Gateway Hotel Applies to: 2P13, Incident V10173
2016-07-03 17:06	TE EN ROUTE	landed courtney airport // have px. 2p80 for burns bog Applies to: CG-SEB
2016-07-03 17:06	TE <i>EN ROUTE</i>	<i>Next check-in: [07/03] 17:36</i> Applies to: CG-SEB
2016-07-03 17:06	TE <i>EN ROUTE</i>	<i>Boarded 2P80 on CG-SEB</i> Applies to: 2P80, CG-SEB
2016-07-03 17:06	TE <i>EN ROUTE</i>	<i>Changed status from PENDING to EN ROUTE</i> Applies to: 2P80
2016-07-03 17:12	EC PENDING	all logs meant for 2P80 Applies to: 2P81
2016-07-03 17:12	EC EN ROUTE	was advised of incident at 1607 - all logs under 2P81 by mistake Applies to: 2P80, CG-SEB
2016-07-03 17:12	TE EN ROUTE	2p80 called loojing for bd freq - provided, helis on scene - advised - advised all alnded for tanker action - confirmed 2p13 callsign for officer Applies to: 2P80, CG-SEB
2016-07-03 17:12	EC <i>EN ROUTE</i>	<i>Sticky note added: 'July 3: V10173'.</i> Applies to: 2P80
2016-07-03 17:13	EC EN ROUTE	staying at Pacific Gateway Hotel Applies to: 2P80, CG-SEB
2016-07-03 17:13	EC EN ROUTE	staying at Pacific Gateway Hotel Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}
2016-07-03 17:13	EC ON SCENE	staying at Pacific Gateway Hotel Applies to: Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Incident V10173
2016-07-03 17:14	TE EN ROUTE	tracking Applies to: 2P80, CG-SEB
2016-07-03 17:15	EC IDLE	still idle Applies to: CG-VHB
2016-07-03 17:15	EC <i>IDLE</i>	<i>Next check-in: [07/03] 17:45</i> Applies to: CG-VHB
2016-07-03 17:26	AC	per ops - spoke with 2p13 - he is suggesting that this is 2 unit crews for at least a week if BCWS is to do all the wildland portion - requested for tomorrow 2 mediums, 2 intermediates and one light heli - switch of direction caused fire to burn back over the point of origin - unsafe to work in the point of origin at this time due to falling cell towers and exploding generators Applies to: 2016-V10173
2016-07-03 17:28	JS EN ROUTE	30 min checkin lasqueti island - nci 30 or landing Applies to: 2P80, CG-SEB
2016-07-03 17:28	JS <i>EN ROUTE</i>	<i>Next check-in: [07/03] 17:58</i> Applies to: 2P80, CG-SEB
2016-07-03 17:30	TE <i>ON SCENE</i>	<i>** NO CONTACT ** -- Checkin due by 17:40</i> Applies to: Incident V10173
2016-07-03 17:30	TE <i>ON SCENE</i>	<i>** NO CONTACT ** -- Checkin due by 17:40</i> Applies to: Coast Golf
2016-07-03 17:30	TE <i>ON SCENE</i>	<i>** NO CONTACT ** -- Checkin due by 17:40</i> Applies to: Coast Golf 1

Date	Status	Message
2016-07-03 17:30	TE ON SCENE	** NO CONTACT ** -- Checkin due by 17:40 <i>Applies to: Coast Golf 2</i>
2016-07-03 17:30	TE ON SCENE	** NO CONTACT ** -- Checkin due by 17:40 <i>Applies to: Coast Golf 4</i>
2016-07-03 17:30	TE ON SCENE	** NO CONTACT ** -- Checkin due by 17:40 <i>Applies to: GV1 Crew</i>
2016-07-03 17:30	TE ON SCENE	** NO CONTACT ** -- Checkin due by 17:40 <i>Applies to: GV Alpha</i>
2016-07-03 17:30	TE ON SCENE	** NO CONTACT ** -- Checkin due by 17:40 <i>Applies to: 2P13</i>
2016-07-03 17:33	AC ON SCENE	trying 2p13 on repeater - no contact <i>Applies to: 2P13, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, GV Alpha, GV1 Crew, Incident V10173</i>
2016-07-03 17:37	AC ON SCENE	trying golf 1 on fraser - no contact <i>Applies to: 2P13, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, GV Alpha, GV1 Crew, Incident V10173</i>
2016-07-03 17:40	AC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Incident V10173</i>
2016-07-03 17:40	AC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Coast Golf</i>
2016-07-03 17:40	AC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Coast Golf 1</i>
2016-07-03 17:40	AC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Coast Golf 2</i>
2016-07-03 17:40	AC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Coast Golf 4</i>
2016-07-03 17:40	AC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: GV1 Crew</i>
2016-07-03 17:40	AC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: GV Alpha</i>
2016-07-03 17:40	AC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: 2P13</i>
2016-07-03 17:40	AC ON SCENE	<i>Next check-in: [07/03] 19:40</i> <i>Applies to: 2P13, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, GV Alpha, GV1 Crew, Incident V10173</i>
2016-07-03 17:40	AC ON SCENE	Golf 1 - ops normal on fire 173 nci 1930 - passed on that fraser UC will be coming in the am and that dispatch has accomodations for crew <i>Applies to: 2P13, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, GV Alpha, GV1 Crew, Incident V10173</i>
2016-07-03 17:40	AC IDLE	lifting 2 px - nci 30 - 2P2C and 2P4a on board to be helco machine nci 30 <i>Applies to: 2P2C, 2P4A, CF-VSP</i>
2016-07-03 17:40	AC EN ROUTE	<i>Changed status from IDLE to EN ROUTE - Next check-in: [07/03] 18:10</i> <i>Applies to: 2P2C, 2P4A, CF-VSP</i>
2016-07-03 17:40	AC ON SCENE	<i>Changed status from EN ROUTE to ON SCENE - Next check-in: [07/03] 18:10</i> <i>Applies to: 2P2C, 2P4A, CF-VSP</i>
2016-07-03 17:41	AC ON SCENE	**Will call in later to get accomodation information <i>Applies to: 2P13, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, GV Alpha, GV1 Crew, Incident V10173</i>
2016-07-03 17:45	AC EN ROUTE	having a transponder code issue on the heli - need to find a spot to land to fix it before they can fly into the area of the fire - currently over bowen island nci 30 or landing - updated ops <i>Applies to: 2P80, CG-SEB</i>
2016-07-03 17:45	AC EN ROUTE	<i>Next check-in: [07/03] 18:15</i> <i>Applies to: 2P80, CG-SEB</i>

Date	Status	Message
2016-07-03 17:45	AC IDLE	idle Applies to: CG-VHB
2016-07-03 17:45	AC IDLE	<i>Next check-in: [07/03] 18:15</i> Applies to: CG-VHB
2016-07-03 17:46	TE IDLE	s/i Applies to: CG-VHB
2016-07-03 17:46	TE IDLE	<i>Next check-in: [07/03] 18:16</i> Applies to: CG-VHB
2016-07-03 17:47	AC ON SCENE	as per ops have 2p13 landline Applies to: 2P13, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, GV Alpha, GV1 Crew, Incident V10173
2016-07-03 17:48	AC EN ROUTE	heard on Nanaimo test - coastal standing by Applies to: 2P80, CG-SEB
2016-07-03 17:48	AC ON SCENE	tried 2p13 and golf 1 on radio - no contact Applies to: 2P13, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, GV Alpha, GV1 Crew, Incident V10173
2016-07-03 17:49	AC EN ROUTE	going to Pitt Meadows airport - transponder issue and cannot fly into YVR airspace - will coordinate with RWCO when they land - nci 30 Applies to: 2P80, CG-SEB
2016-07-03 17:49	AC EN ROUTE	<i>Next check-in: [07/03] 18:19</i> Applies to: 2P80, CG-SEB
2016-07-03 17:50	AC IDLE	heard on fraser - cannot copy coastal Applies to: CF-NPG
2016-07-03 17:51	AC IDLE	off 5 mins ago for the fire nci 30 Applies to: CF-NPG
2016-07-03 17:51	AC EN ROUTE	<i>Changed status from IDLE to EN ROUTE - Next check-in: [07/03] 18:21</i> Applies to: CF-NPG
2016-07-03 17:51	AC IDLE	lifting off behind NPG nci 30 Applies to: CF-TVL
2016-07-03 17:51	AC EN ROUTE	<i>Changed status from IDLE to EN ROUTE - Next check-in: [07/03] 18:21</i> Applies to: CF-TVL
2016-07-03 17:54	AC ON SCENE	got 2p13 on landline - passed phone to ops Applies to: 2P13, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, GV Alpha, GV1 Crew, Incident V10173
2016-07-03 17:59	AC EN ROUTE	calling air ops to advise of transponder issue Applies to: 2P80, CG-SEB
2016-07-03 18:00	EC IDLE	still idle Applies to: CF-THZ
2016-07-03 18:00	EC IDLE	<i>Next check-in: [07/03] 18:30</i> Applies to: CF-THZ
2016-07-03 18:01	EC ON SCENE	raising 2P4a to see if VHB can pick up 2P80 at pitt meadows airport - no contact Applies to: 2P2C, 2P4A, CF-VSP
2016-07-03 18:03	EC IDLE	as per rwco calling to see if VHB can pick up 2P80 - doesn't know if he can lift right - going to talk to 2P13 - will call back Applies to: CG-VHB
2016-07-03 18:03	EC IDLE	<i>Next check-in: [07/03] 19:00</i> Applies to: CG-VHB
2016-07-03 18:05	EC	emailed spot to Ops, 2P13, Coast Golf 1 and Fraser 1 Applies to: 2016-V10173
2016-07-03 18:06	TE EN ROUTE	landed pitt meadows // Applies to: 2P80, CG-SEB

Date	Status	Message
2016-07-03 18:06	TE IDLE	Changed status from EN ROUTE to IDLE - Next check-in: [07/03] 18:36 Applies to: 2P80, CG-SEB
2016-07-03 18:07	TE IDLE	was unable to reach on radio so telephoned Applies to: 2P80, CG-SEB
2016-07-03 18:07	EC	emailed spot forecast to RWCO and Salish 1 as well Applies to: 2016-V10173
2016-07-03 18:08	EC ON SCENE	checking in - tvl and npg as well - nci 30min - advised looking to get VHB to go to pitt meadows to pick up 2P80 Applies to: 2P2C, 2P4A, CF-VSP
2016-07-03 18:08	EC ON SCENE	Next check-in: [07/03] 18:38 Applies to: 2P2C, 2P4A, CF-VSP
2016-07-03 18:08	EC EN ROUTE	as per VSP ops normal nci 30min Applies to: CF-TVL
2016-07-03 18:08	EC EN ROUTE	Next check-in: [07/03] 18:38 Applies to: CF-TVL
2016-07-03 18:09	EC EN ROUTE	as per VSP ops normal nci 30min Applies to: CF-NPG
2016-07-03 18:09	EC EN ROUTE	Next check-in: [07/03] 18:39 Applies to: CF-NPG
2016-07-03 18:10	EC IDLE	east side of the airport east of the towers - 2p13 said to take cab can't lift right now Applies to: CG-VHB
2016-07-03 18:11	EC	updated ops with tanker update Applies to: 2016-V10173
2016-07-03 18:14	EC ON SCENE	landed fire 173 dropping off 2p2c - picking up 2p13 - asked if 2p2c doing checkins through the crew on the ground - yes - nci lifting Applies to: 2P2C, 2P4A, CF-VSP
2016-07-03 18:14	EC IDLE	Changed status from ON SCENE to IDLE - Next check-in: [07/03] 18:44 Applies to: 2P2C, 2P4A, CF-VSP
2016-07-03 18:14	EC ON SCENE	Disembarked 2P2C from CF-VSP and Added 2P2C to Coast Golf 1 Checkin(Incident V10173) Applies to: 2P2C, CF-VSP, Incident V10173
2016-07-03 18:14	EC ON SCENE	Removed 2P13 from Coast Golf 1 Checkin(Incident V10173) and Boarded 2P13 on CF-VSP Applies to: 2P13, CF-VSP, Incident V10173
2016-07-03 18:18	EC IDLE	as per rwco ask if they can get 2P80 from pitt meadows - tried to raise - no contact Applies to: 2P13, 2P4A, CF-VSP
2016-07-03 18:18	EC IDLE	Next check-in: [07/03] 18:48 Applies to: 2P13, 2P4A, CF-VSP
2016-07-03 18:18	EC EN ROUTE	vsp landed bx ops normal nci 30min Applies to: CF-TVL
2016-07-03 18:18	EC EN ROUTE	Next check-in: [07/03] 18:48 Applies to: CF-TVL
2016-07-03 18:20	EC ON SCENE	passing number to salish 1 Applies to: 2P13, CF-VSP
2016-07-03 18:20	EC EN ROUTE	passed on 2P13 cell Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}

Date	Status	Message
2016-07-03 18:24	EC IDLE	lifting fire with 2p4a and 2p13 - asked if could pick up 2P80 from pitt - vhb can do it - coastal asked to standby - tried to raise as per rwco have vhb go - no response no contact - setting to en route as they've lifted Applies to: 2P13, 2P4A, CF-VSP
2016-07-03 18:24	EC EN ROUTE	Changed status from IDLE to EN ROUTE - Next check-in: [07/03] 18:54 Applies to: CF-VSP
2016-07-03 18:24	EC EN ROUTE	Changed status from ON SCENE to EN ROUTE Applies to: 2P13, 2P4A
2016-07-03 18:25	EC EN ROUTE	doing a quick recce - advised vhb can go - nci 30min - ops normal for tvl and npg as well Applies to: 2P13, 2P4A, CF-VSP
2016-07-03 18:25	EC EN ROUTE	Next check-in: [07/03] 18:55 Applies to: 2P13, 2P4A, CF-VSP
2016-07-03 18:25	EC EN ROUTE	ops normal as per vsp - nci 30min Applies to: CF-TVL
2016-07-03 18:25	EC EN ROUTE	Next check-in: [07/03] 18:55 Applies to: CF-TVL
2016-07-03 18:25	EC EN ROUTE	ops normal as per vsp nci 30min Applies to: CF-NPG
2016-07-03 18:25	EC EN ROUTE	Next check-in: [07/03] 18:55 Applies to: CF-NPG
2016-07-03 18:29	EC EN ROUTE	raising to advise phones down at coastal - no contact Applies to: 2P13, 2P4A, CF-VSP
2016-07-03 18:30	EC EN ROUTE	phones back up no need to relay message Applies to: 2P13, 2P4A, CF-VSP
2016-07-03 18:30	EC IDLE	still idlea Applies to: CF-THZ
2016-07-03 18:30	EC IDLE	Next check-in: [07/03] 20:30 Applies to: CF-THZ
2016-07-03 18:31	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 18:41 Applies to: Salish UC {Mt. Currie}
2016-07-03 18:31	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 18:41 Applies to: Salish A
2016-07-03 18:31	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 18:41 Applies to: Salish A1
2016-07-03 18:31	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 18:41 Applies to: Salish A3
2016-07-03 18:31	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 18:41 Applies to: Salish A4
2016-07-03 18:31	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 18:41 Applies to: Salish A2
2016-07-03 18:31	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 18:41 Applies to: Salish A5
2016-07-03 18:31	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 18:41 Applies to: Salish C
2016-07-03 18:31	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 18:41 Applies to: Salish C1
2016-07-03 18:31	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 18:41 Applies to: Salish C3

Date	Status	Message
2016-07-03 18:31	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 18:41 <i>Applies to: Salish C2</i>
2016-07-03 18:31	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 18:41 <i>Applies to: Salish C5</i>
2016-07-03 18:31	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 18:41 <i>Applies to: Salish C4</i>
2016-07-03 18:31	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 18:41 <i>Applies to: Salish D</i>
2016-07-03 18:31	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 18:41 <i>Applies to: Salish D1</i>
2016-07-03 18:31	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 18:41 <i>Applies to: Salish D2</i>
2016-07-03 18:31	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 18:41 <i>Applies to: Salish D3</i>
2016-07-03 18:31	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 18:41 <i>Applies to: Salish D4</i>
2016-07-03 18:31	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 18:41 <i>Applies to: Salish B</i>
2016-07-03 18:31	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 18:41 <i>Applies to: Salish B1</i>
2016-07-03 18:31	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 18:41 <i>Applies to: Salish B5</i>
2016-07-03 18:31	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 18:41 <i>Applies to: Salish B4</i>
2016-07-03 18:31	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 18:41 <i>Applies to: Salish B2</i>
2016-07-03 18:31	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 18:41 <i>Applies to: Salish B3</i>
2016-07-03 18:31	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 18:41 <i>Applies to: Salish 1</i>
2016-07-03 18:36	EC EN ROUTE	landed nci lifting for pitt meadows <i>Applies to: 2P13, 2P4A, CF-VSP</i>
2016-07-03 18:36	EC IDLE	<i>Changed status from EN ROUTE to IDLE - Next check-in: [07/03] 19:06</i> <i>Applies to: 2P13, 2P4A, CF-VSP</i>
2016-07-03 18:37	EC IDLE	idle <i>Applies to: 2P80, CG-SEB</i>
2016-07-03 18:37	EC IDLE	<i>Next check-in: [07/03] 20:00</i> <i>Applies to: 2P80, CG-SEB</i>
2016-07-03 18:38	EC IDLE	lifting 2p4a to pitt meadows for 2p80 ops normal for tvl and npg - advised east side of towers - nci 30min <i>Applies to: 2P13, 2P4A, CF-VSP</i>
2016-07-03 18:38	EC EN ROUTE	<i>Changed status from IDLE to EN ROUTE - Next check-in: [07/03] 19:08</i> <i>Applies to: 2P13, 2P4A, CF-VSP</i>
2016-07-03 18:38	EC EN ROUTE	<i>Disembarked 2P13 from CF-VSP</i> <i>Applies to: 2P13, CF-VSP</i>
2016-07-03 18:38	EC EN ROUTE	ops normal as per vsp <i>Applies to: CF-TVL</i>
2016-07-03 18:38	EC EN ROUTE	<i>Next check-in: [07/03] 19:08</i> <i>Applies to: CF-TVL</i>

Date	Status	Message
2016-07-03 18:39	EC EN ROUTE	ops normal as per vsp Applies to: CF-NPG
2016-07-03 18:39	EC EN ROUTE	Next check-in: [07/03] 19:09 Applies to: CF-NPG
2016-07-03 18:39	EC ON SCENE	Added 2P13 to Coast Golf 1 Checkin(Incident V10173) Applies to: 2P13, Incident V10173
2016-07-03 18:39	EC ON SCENE	Changed status from EN ROUTE to ON SCENE Applies to: 2P13
2016-07-03 18:41	EC EN ROUTE	calling to advise VSP coming to get him - advised of hotel info Applies to: 2P80, CG-SEB
2016-07-03 18:41	EC EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 18:51 Applies to: Salish UC {Mt. Currie}
2016-07-03 18:41	EC EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 18:51 Applies to: Salish A
2016-07-03 18:41	EC EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 18:51 Applies to: Salish A1
2016-07-03 18:41	EC EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 18:51 Applies to: Salish A3
2016-07-03 18:41	EC EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 18:51 Applies to: Salish A4
2016-07-03 18:41	EC EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 18:51 Applies to: Salish A2
2016-07-03 18:41	EC EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 18:51 Applies to: Salish A5
2016-07-03 18:41	EC EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 18:51 Applies to: Salish C
2016-07-03 18:41	EC EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 18:51 Applies to: Salish C1
2016-07-03 18:41	EC EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 18:51 Applies to: Salish C3
2016-07-03 18:41	EC EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 18:51 Applies to: Salish C2
2016-07-03 18:41	EC EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 18:51 Applies to: Salish C5
2016-07-03 18:41	EC EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 18:51 Applies to: Salish C4
2016-07-03 18:41	EC EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 18:51 Applies to: Salish D
2016-07-03 18:41	EC EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 18:51 Applies to: Salish D1
2016-07-03 18:41	EC EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 18:51 Applies to: Salish D2
2016-07-03 18:41	EC EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 18:51 Applies to: Salish D3
2016-07-03 18:41	EC EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 18:51 Applies to: Salish D4
2016-07-03 18:41	EC EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 18:51 Applies to: Salish B
2016-07-03 18:41	EC EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 18:51 Applies to: Salish B1

Date	Status	Message
2016-07-03 18:41	EC EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 18:51 <i>Applies to: Salish B5</i>
2016-07-03 18:41	EC EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 18:51 <i>Applies to: Salish B4</i>
2016-07-03 18:41	EC EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 18:51 <i>Applies to: Salish B2</i>
2016-07-03 18:41	EC EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 18:51 <i>Applies to: Salish B3</i>
2016-07-03 18:41	EC EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 18:51 <i>Applies to: Salish 1</i>
2016-07-03 18:42	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish UC {Mt. Currie}</i>
2016-07-03 18:42	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish A</i>
2016-07-03 18:42	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish A1</i>
2016-07-03 18:42	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish A3</i>
2016-07-03 18:42	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish A4</i>
2016-07-03 18:42	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish A2</i>
2016-07-03 18:42	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish A5</i>
2016-07-03 18:42	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish C</i>
2016-07-03 18:42	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish C1</i>
2016-07-03 18:42	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish C3</i>
2016-07-03 18:42	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish C2</i>
2016-07-03 18:42	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish C5</i>
2016-07-03 18:42	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish C4</i>
2016-07-03 18:42	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish D</i>
2016-07-03 18:42	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish D1</i>
2016-07-03 18:42	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish D2</i>
2016-07-03 18:42	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish D3</i>
2016-07-03 18:42	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish D4</i>
2016-07-03 18:42	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish B</i>
2016-07-03 18:42	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish B1</i>

Date	Status	Message
2016-07-03 18:42	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish B5</i>
2016-07-03 18:42	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish B4</i>
2016-07-03 18:42	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish B2</i>
2016-07-03 18:42	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish B3</i>
2016-07-03 18:42	EC EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: Salish 1</i>
2016-07-03 18:42	EC EN ROUTE	Next check-in: [07/03] 20:42 <i>Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}</i>
2016-07-03 18:42	EC EN ROUTE	calling cell - on the fire - just getting to staging - nci through coast golf he is leading them in <i>Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}</i>
2016-07-03 18:42	EC ON SCENE	Added Salish UC {Mt. Currie} to Coast Golf 1 Checkin(Incident V10173) <i>Applies to: Incident V10173, Salish UC {Mt. Currie}</i>
2016-07-03 18:42	EC ON SCENE	Changed status from EN ROUTE to ON SCENE <i>Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}</i>
2016-07-03 18:42	EC	updated ops <i>Applies to: 2016-V10173</i>
2016-07-03 18:45	EC	as per logistics all hotels extended to July 5 <i>Applies to: 2016-V10173</i>
2016-07-03 18:48	EC OFF DUTY	departing for V10173 at 0630 <i>Applies to: Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C2, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC {Cultus Lake}</i>
2016-07-03 18:48	EC ASSIGNED	Assigned to activity <i>Applies to: Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C2, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC {Cultus Lake}</i>
2016-07-03 18:48	EC PENDING	Changed status from OFF DUTY to PENDING - Next check-in cleared <i>Applies to: Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C2, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC {Cultus Lake}</i>
2016-07-03 18:48	EC PENDING	Sticky note added: 'July 4: V10173'. <i>Applies to: Fraser UC {Cultus Lake}</i>
2016-07-03 18:48	EC PENDING	Next check-in: [07/04] 06:30 <i>Applies to: Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C2, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC {Cultus Lake}</i>
2016-07-03 18:52	EC EN ROUTE	landed pitt meadows shutting down for breifing nci lifting <i>Applies to: 2P4A, CF-VSP</i>
2016-07-03 18:52	EC IDLE	Changed status from EN ROUTE to IDLE - Next check-in: [07/03] 19:22 <i>Applies to: 2P4A, CF-VSP</i>
2016-07-03 18:54	JS OFF DUTY	Completed activity <i>Applies to: 2P10</i>
2016-07-03 18:54	EC IDLE	ops advised air ops - waiting for update <i>Applies to: 2P80, CG-SEB</i>
2016-07-03 18:54	EC IDLE	Next check-in: [07/03] 19:24 <i>Applies to: 2P80, CG-SEB</i>

Date	Status	Message
2016-07-03 18:54	EC IDLE	Next check-in: [07/03] 20:30 Applies to: 2P80, CG-SEB
2016-07-03 18:54	EC EN ROUTE	Disembarked 2P80 from CG-SEB Applies to: 2P80, CG-SEB
2016-07-03 18:54	EC EN ROUTE	Boarded 2P80 on CF-VSP Applies to: 2P80, CF-VSP
2016-07-03 18:57	EC IDLE	ph from 2p4a - asking about plan for tonight - passed phone to ops Applies to: 2P4A, 2P80, CF-VSP
2016-07-03 19:00	TE IDLE	s/i Applies to: CG-VHB
2016-07-03 19:00	TE IDLE	Next check-in: [07/03] 19:30 Applies to: CG-VHB
2016-07-03 19:07	EC IDLE	lifting with 2p80 and 2p4a departing pitt meadows to the bog nci 30min Applies to: 2P4A, 2P80, CF-VSP
2016-07-03 19:07	EC EN ROUTE	Changed status from IDLE to EN ROUTE - Next check-in: [07/03] 19:37 Applies to: 2P4A, 2P80, CF-VSP
2016-07-03 19:09	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 19:19 Applies to: CF-NPG
2016-07-03 19:09	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 19:19 Applies to: CF-TVL
2016-07-03 19:10	EC EN ROUTE	** NO CONTACT CLEARED ** Applies to: CF-TVL
2016-07-03 19:10	EC EN ROUTE	Next check-in: [07/03] 19:40 Applies to: CF-TVL
2016-07-03 19:10	EC EN ROUTE	trying on fraser - ops normal bx heading for fuel shortly - asked about npg - advised 173 nci 30 Applies to: CF-TVL
2016-07-03 19:10	EC EN ROUTE	ops normal bx as per tvl Applies to: CF-NPG
2016-07-03 19:10	EC EN ROUTE	** NO CONTACT CLEARED ** Applies to: CF-NPG
2016-07-03 19:10	EC EN ROUTE	Next check-in: [07/03] 19:40 Applies to: CF-NPG
2016-07-03 19:17	EC EN ROUTE	landed at 1915 for fuel nci lifting Applies to: CF-TVL
2016-07-03 19:17	EC IDLE	Changed status from EN ROUTE to IDLE - Next check-in: [07/03] 19:47 Applies to: CF-TVL
2016-07-03 19:19	EC IDLE	lifting pitt meadow for cr nci 30min Applies to: CG-SEB
2016-07-03 19:19	EC RETURNING	Changed status from IDLE to RETURNING - Next check-in: [07/03] 19:49 Applies to: CG-SEB
2016-07-03 19:26	EC EN ROUTE	landed at 173 Applies to: 2P4A, 2P80, CF-VSP
2016-07-03 19:26	EC IDLE	Changed status from EN ROUTE to IDLE - Next check-in: [07/03] 19:56 Applies to: 2P4A, 2P80, CF-VSP
2016-07-03 19:30	EC IDLE	Next check-in: [07/03] 20:30 Applies to: CG-VHB

Date	Status	Message
2016-07-03 19:36	EC ON SCENE	update: thz is getting released - self and 2p80 are going to palnning meeting - want to be able to report to ops after the meeting to give the plan for the next few days - should call in at 1hr Applies to: 2P13, Incident V10173
2016-07-03 19:36	EC IDLE	lifting boundry for bog nci 30min Applies to: CF-TVL
2016-07-03 19:36	EC EN ROUTE	Changed status from IDLE to EN ROUTE - Next check-in: [07/03] 20:06 Applies to: CF-TVL
2016-07-03 19:37	EC EN ROUTE	called in - could not copy coastal - no contact Applies to: CF-NPG
2016-07-03 19:38	EC	as per ops updating size to 65ha Applies to: 2016-V10173
2016-07-03 19:38	EC EN ROUTE	landed boundry for fuel nci lifting Applies to: CF-NPG
2016-07-03 19:38	EC IDLE	Changed status from EN ROUTE to IDLE - Next check-in: [07/03] 20:08 Applies to: CF-NPG
2016-07-03 19:39	EC EN ROUTE	as per 2p13 going to ops meeting Applies to: 2P80, CF-VSP
2016-07-03 19:39	EC ON SCENE	Disembarked 2P80 from CF-VSP and Added 2P80 to Coast Golf 1 Checkin(Incident V10173) Applies to: 2P80, CF-VSP, Incident V10173
2016-07-03 19:39	EC ON SCENE	Changed status from EN ROUTE to ON SCENE Applies to: 2P80
2016-07-03 19:39	EC RETURNING	tracking Applies to: CG-SEB
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 Applies to: Incident V10173
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 Applies to: Coast Golf
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 Applies to: Coast Golf 1
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 Applies to: Coast Golf 2
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 Applies to: Coast Golf 4
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 Applies to: Salish UC {Mt. Currie}
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 Applies to: Salish A
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 Applies to: Salish A1
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 Applies to: Salish A3
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 Applies to: Salish A4
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 Applies to: Salish A2
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 Applies to: Salish A5
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 Applies to: Salish C

Date	Status	Message
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 <i>Applies to: Salish C1</i>
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 <i>Applies to: Salish C3</i>
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 <i>Applies to: Salish C2</i>
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 <i>Applies to: Salish C5</i>
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 <i>Applies to: Salish C4</i>
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 <i>Applies to: Salish D</i>
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 <i>Applies to: Salish D1</i>
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 <i>Applies to: Salish D2</i>
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 <i>Applies to: Salish D3</i>
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 <i>Applies to: Salish D4</i>
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 <i>Applies to: Salish B</i>
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 <i>Applies to: Salish B1</i>
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 <i>Applies to: Salish B5</i>
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 <i>Applies to: Salish B4</i>
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 <i>Applies to: Salish B2</i>
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 <i>Applies to: Salish B3</i>
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 <i>Applies to: Salish 1</i>
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 <i>Applies to: GV1 Crew</i>
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 <i>Applies to: GV Alpha</i>
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 <i>Applies to: 2P13</i>
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 <i>Applies to: 2P80</i>
2016-07-03 19:40	EC ON SCENE	** NO CONTACT ** -- Checkin due by 19:50 <i>Applies to: 2P2C</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Incident V10173</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Coast Golf</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Coast Golf 1</i>

Date	Status	Message
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Coast Golf 2</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Coast Golf 4</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish UC {Mt. Currie}</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish A</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish A1</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish A3</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish A4</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish A2</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish A5</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish C</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish C1</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish C3</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish C2</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish C5</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish C4</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish D</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish D1</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish D2</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish D3</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish D4</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish B</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish B1</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish B5</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish B4</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish B2</i>

Date	Status	Message
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish B3</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish 1</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: GV1 Crew</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: GV Alpha</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: 2P13</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: 2P80</i>
2016-07-03 19:44	EC ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: 2P2C</i>
2016-07-03 19:44	EC ON SCENE	<i>Next check-in: [07/03] 21:44</i> <i>Applies to: 2P13, 2P2C, 2P80, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, GV Alpha, GV1 Crew, Incident V10173, Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC (Mt. Currie)</i>
2016-07-03 19:44	EC ON SCENE	calling golf 1 cell - ops normal for all crews on 173 - nci 2hrs <i>Applies to: 2P13, 2P2C, 2P80, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, GV Alpha, GV1 Crew, Incident V10173, Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC (Mt. Currie)</i>
2016-07-03 19:49	EC RETURNING	** NO CONTACT ** -- Checkin due by 19:59 <i>Applies to: CG-SEB</i>
2016-07-03 19:51	EC RETURNING	** NO CONTACT CLEARED ** <i>Applies to: CG-SEB</i>
2016-07-03 19:51	EC RETURNING	<i>Next check-in: [07/03] 20:21</i> <i>Applies to: CG-SEB</i>
2016-07-03 19:51	EC RETURNING	trying on ss coast - ops normal eta 35min - nci 30min <i>Applies to: CG-SEB</i>
2016-07-03 19:54	EC IDLE	lifting from bog back to yvr - nci 30min <i>Applies to: CF-THZ</i>
2016-07-03 19:54	EC RETURNING	<i>Changed status from IDLE to RETURNING - Next check-in: [07/03] 20:24</i> <i>Applies to: CF-THZ</i>
2016-07-03 19:56	EC IDLE	idle <i>Applies to: 2P4A, CF-VSP</i>
2016-07-03 19:56	EC IDLE	<i>Next check-in: [07/03] 20:26</i> <i>Applies to: 2P4A, CF-VSP</i>
2016-07-03 19:57	EC IDLE	lifting for the bog nci 30min - grounding 2127 <i>Applies to: CF-NPG</i>
2016-07-03 19:57	EC EN ROUTE	<i>Changed status from IDLE to EN ROUTE - Next check-in: [07/03] 20:27</i> <i>Applies to: CF-NPG</i>
2016-07-03 20:03	EC RETURNING	landed yvr - final - 0.5hrs <i>Applies to: CF-THZ</i>
2016-07-03 20:03	EC OFF DUTY	<i>Changed status from RETURNING to OFF DUTY - Next check-in cleared</i> <i>Applies to: CF-THZ</i>
2016-07-03 20:07	EC EN ROUTE	** NO CONTACT ** -- Checkin due by 20:17 <i>Applies to: CF-TVL</i>
2016-07-03 20:07	EC EN ROUTE	trying on fraser - no contact <i>Applies to: CF-TVL</i>

Date	Status	Message
2016-07-03 20:09	EC EN ROUTE	ops normal npg nci 30min Applies to: CF-NPG
2016-07-03 20:09	EC <i>EN ROUTE</i>	<i>Next check-in: [07/03] 20:39</i> Applies to: CF-NPG
2016-07-03 20:09	EC EN ROUTE	tried on fraser no contact Applies to: CF-TVL
2016-07-03 20:11	EC EN ROUTE	has been tracking yellow low speed same location Applies to: CF-TVL
2016-07-03 20:12	EC EN ROUTE	trying on fraser - no contact Applies to: CF-TVL
2016-07-03 20:13	EC <i>EN ROUTE</i>	<i>** NO CONTACT CLEARED **</i> Applies to: CF-TVL
2016-07-03 20:13	EC <i>EN ROUTE</i>	<i>Next check-in: [07/03] 20:43</i> Applies to: CF-TVL
2016-07-03 20:13	EC EN ROUTE	as per npg bx ops normal - nci 30min Applies to: CF-TVL
2016-07-03 20:18	JS RETURNING	about 9 min back from CR - nci landinh Applies to: CG-SEB
2016-07-03 20:18	JS <i>RETURNING</i>	<i>Next check-in: [07/03] 20:48</i> Applies to: CG-SEB
2016-07-03 20:26	TE IDLE	s/i Applies to: 2P4A, CF-VSP
2016-07-03 20:26	TE <i>IDLE</i>	<i>Next check-in: [07/03] 20:56</i> Applies to: 2P4A, CF-VSP
2016-07-03 20:26	EC IDLE	idle Applies to: 2P4A, CF-VSP
2016-07-03 20:27	EC ON SCENE	calling as per ops - passed phone to ops - wanted to know aircraft needs Applies to: 2P13, Incident V10173
2016-07-03 20:28	JS <i>IDLE</i>	<i>Next check-in: [07/03] 21:30</i> Applies to: CG-VHB
2016-07-03 20:29	TE RETURNING	landed cr // final checkin // 2hrs Applies to: CG-SEB
2016-07-03 20:29	TE <i>OFF DUTY</i>	<i>Changed status from RETURNING to OFF DUTY - Next check-in cleared</i> Applies to: CG-SEB
2016-07-03 20:38	TE ON SCENE	ph: checkin all ops normal will checkin on departure Applies to: Incident V10173, Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}
2016-07-03 20:40	TE <i>EN ROUTE</i>	<i>** NO CONTACT ** -- Checkin due by 20:50</i> Applies to: CF-NPG
2016-07-03 20:40	JS <i>EN ROUTE</i>	<i>** NO CONTACT RESET ** -- Checkin due by 20:50</i> Applies to: CF-NPG
2016-07-03 20:42	TE <i>EN ROUTE</i>	<i>** NO CONTACT CLEARED **</i> Applies to: CF-NPG
2016-07-03 20:42	TE <i>EN ROUTE</i>	<i>Next check-in: [07/03] 21:12</i> Applies to: CF-NPG
2016-07-03 20:42	TE EN ROUTE	npg and tvl bx on 173 // nci 30 Applies to: CF-NPG

Date	Status	Message
2016-07-03 20:42	TE ON SCENE	Changed status from EN ROUTE to ON SCENE - Next check-in: [07/03] 21:12 Applies to: CF-NPG
2016-07-03 20:42	TE EN ROUTE	npg and tvl bx on 173 // nci 30 Applies to: CF-TVL
2016-07-03 20:42	TE ON SCENE	Changed status from EN ROUTE to ON SCENE - Next check-in: [07/03] 21:12 Applies to: CF-TVL
2016-07-03 20:43	JS ON SCENE	gv 1 a b c leaving - on good roads - s.22 will arrange to have a callsign list sent - will likely be back tomorrow Applies to: GV Alpha, GV1 Crew, Incident V10173
2016-07-03 20:43	JS PENDING	Removed GV1 Crew from Coast Golf 1 Checkin(Incident V10173) Applies to: GV1 Crew, Incident V10173
2016-07-03 20:43	JS PENDING	Changed status from ON SCENE to PENDING - Next check-in cleared Applies to: GV Alpha, GV1 Crew
2016-07-03 20:45	TE IDLE	for hope no px // nci 30 or landing Applies to: CG-VHB
2016-07-03 20:45	TE EN ROUTE	Changed status from IDLE to EN ROUTE - Next check-in: [07/03] 21:15 Applies to: CG-VHB
2016-07-03 20:47	JS ON SCENE	lifting burns bog fire to sumas mtn - nci 30 Applies to: CF-NPG
2016-07-03 20:47	JS RETURNING	Changed status from ON SCENE to RETURNING - Next check-in: [07/03] 21:17 Applies to: CF-NPG
2016-07-03 20:50	JS ON SCENE	back to bondary bay - leaving fire nci landing Applies to: CF-TVL
2016-07-03 20:50	JS IDLE	Changed status from ON SCENE to IDLE - Next check-in: [07/03] 21:20 Applies to: CF-TVL
2016-07-03 20:52	JS IDLE	2p4a and 2p2c on board to sechelt from 173 Applies to: 2P4A, CF-VSP
2016-07-03 20:52	JS EN ROUTE	Changed status from IDLE to EN ROUTE - Next check-in: [07/03] 21:22 Applies to: 2P4A, CF-VSP
2016-07-03 20:52	JS EN ROUTE	Removed 2P2C from Coast Golf 1 Checkin(Incident V10173) and Boarded 2P2C on CF-VSP Applies to: 2P2C, CF-VSP, Incident V10173
2016-07-03 20:52	JS EN ROUTE	Changed status from ON SCENE to EN ROUTE Applies to: 2P2C
2016-07-03 20:56	TE IDLE	down at 2054 // 3hours Applies to: CF-TVL
2016-07-03 20:56	TE IDLE	Next check-in: [07/03] 21:26 Applies to: CF-TVL
2016-07-03 20:57	JS EN ROUTE	2P4A & 2P2c booked at Driftwood Inn - 2 rooms - @ 119/room/night Applies to: 2P2C, 2P4A, CF-VSP
2016-07-03 21:03	JS	Per ops - all crews starting 0600 - shutting down for 2200 tonight - 55 ha - burning r1 on perimeter - intermediate heli (callsign unk) starting 0730 - 2 medium helis: TVI starting 0800 & NPG starting 0900 Applies to: 2016-V10173
2016-07-03 21:16	TE RETURNING	landed shutting down sumas mountain // will ll hours Applies to: CF-NPG
2016-07-03 21:16	TE IDLE	Changed status from RETURNING to IDLE - Next check-in: [07/03] 21:46 Applies to: CF-NPG
2016-07-03 21:16	JS EN ROUTE	final chcheckin - 1.8 hrs - down in hope Applies to: CG-VHB

Date	Status	Message
2016-07-03 21:16	JS OFF DUTY	Changed status from EN ROUTE to OFF DUTY - Next check-in cleared Applies to: CG-VHB
2016-07-03 21:16	JS OFF DUTY	Completed activity Applies to: CG-VHB
2016-07-03 21:19	JS EN ROUTE	fianl checkin - short final for sechelt Applies to: 2P2C, 2P4A, CF-VSP
2016-07-03 21:19	JS OFF DUTY	Changed status from EN ROUTE to OFF DUTY - Next check-in cleared Applies to: 2P2C, 2P4A, CF-VSP
2016-07-03 21:20	JS IDLE	3.7 hrs Applies to: CF-NPG
2016-07-03 21:20	JS IDLE	Next check-in: [07/03] 21:50 Applies to: CF-NPG
2016-07-03 21:20	JS PENDING	Changed status from IDLE to PENDING - Next check-in: [07/04] 09:00 Applies to: CF-NPG
2016-07-03 21:20	JS PENDING	Sticky note changed from: 'July 3: V10173 - Pilot: s.22 : 'July 4: V10173 - Pilot: s.22 } - DUTY DAY: 0900-2100'. Applies to: CF-NPG
2016-07-03 21:21	JS OFF DUTY	4.0 hrs Applies to: 2P2C, 2P4A, CF-VSP
2016-07-03 21:26	JS PENDING	Changed status from IDLE to PENDING - Next check-in: [07/04] 08:00 Applies to: CF-TVL
2016-07-03 21:28	TE ON SCENE	ph checkin all ops normal - asking about plan for tomorrow - advised unsure // nci 2hrs Applies to: 2P13, 2P80, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Incident V10173, Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}
2016-07-03 21:28	TE ON SCENE	Next check-in: [07/03] 23:28 Applies to: 2P13, 2P80, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Incident V10173, Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}
2016-07-03 21:30	JS OFF DUTY	Sticky note 'July 3: V10173 - Pilot:' was cleared. Applies to: CF-THZ
2016-07-03 21:39	JS ON SCENE	per ops - book room at Pacific Gateway hotel for 2P13 -- \$124/ room /night - for 1 night - deluxe room - confirmation number s.17 Applies to: 2P13, Incident V10173
2016-07-03 21:45	JS ASSIGNED	Assigned to activity Applies to: CG-VHB
2016-07-03 21:45	JS PENDING	Changed status from OFF DUTY to PENDING - Next check-in: [07/04] 07:00 Applies to: CG-VHB
2016-07-03 21:46	JS PENDING	Sticky note added: 'July 4: V10173 - Pilot: s.22 - DUTY DAY: 0700-1900'. Applies to: CG-VHB
2016-07-03 21:46	JS ON SCENE	off to the hotel - nci on arrival Applies to: Incident V10173, Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}
2016-07-03 21:46	JS EN ROUTE	Removed Salish UC {Mt. Currie} from Coast Golf 1 Checkin(Incident V10173) Applies to: Incident V10173, Salish UC {Mt. Currie}
2016-07-03 21:46	JS EN ROUTE	Changed status from ON SCENE to EN ROUTE - Next check-in: [07/03] 23:46 Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}

Date	Status	Message
2016-07-03 21:47	JS PENDING	Sticky note changed from: 'July 3 - V10173 - Pilot: s.22' to: 'July 3 - V10173 - Pilot: s.22 - DUTY DAY: 0800-2000'. <i>Applies to: CF-TVL</i>
2016-07-03 21:47	JS PENDING	Sticky note changed from: 'July 3 - V10173 - Pilot: s.22 - DUTY DAY: 0800-2000' to: 'July 3 - V10173 - Pilot: s.22 - DUTY DAY: 0800-2000'. <i>Applies to: CF-TVL</i>
2016-07-03 21:55	JS PENDING	*unsure of start time <i>Applies to: GV Alpha, GV1 Crew</i>
2016-07-03 22:01	JS ON SCENE	everyone off 173 - nci when back at hotel <i>Applies to: 2P13, 2P80, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Incident V10173</i>
2016-07-03 22:01	JS RETURNING	Changed status from ON SCENE to RETURNING - Next check-in: [07/04] 00:01 <i>Applies to: 2P13, 2P80, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Incident V10173</i>
2016-07-03 22:15	JS OFF DUTY	Completed activity <i>Applies to: 2P4A</i>
2016-07-03 22:20	JS EN ROUTE	final checkin - nci tomorrow <i>Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}</i>
2016-07-03 22:20	JS OFF DUTY	Changed status from EN ROUTE to OFF DUTY - Next check-in cleared <i>Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}</i>
2016-07-03 22:21	JS	rod allen calling from embc - talked to rwco <i>Applies to: 2016-V10173</i>
2016-07-03 22:26	JS PENDING	Changed status from OFF DUTY to PENDING - Next check-in: [07/04] 06:30 <i>Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}</i>
2016-07-03 22:52	JS RETURNING	final checkin - at hotel <i>Applies to: 2P13, 2P80, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Incident V10173</i>
2016-07-03 22:52	JS PENDING	Changed status from RETURNING to PENDING - Next check-in: [07/04] 07:00 <i>Applies to: 2P13, 2P80, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Incident V10173</i>
2016-07-03 23:15	JS OFF DUTY	Completed activity <i>Applies to: CF-VSP</i>
2016-07-03 23:15	JS PENDING	Completed activity <i>Applies to: CF-THU</i>
2016-07-03 23:16	JS OFF DUTY	Completed activity <i>Applies to: CG-SEB</i>
2016-07-04 06:06	RM PENDING	fraser UC heading for 173 -- gave coordinates and contact info for 2P13 on site <i>Applies to: Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C2, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC {Cultus Lake}</i>
2016-07-04 06:06	RM EN ROUTE	Changed status from PENDING to EN ROUTE - Next check-in: [07/04] 08:06 <i>Applies to: Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C2, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC {Cultus Lake}</i>
2016-07-04 06:06	RM PENDING	Removed Coast Golf from Coast Golf 1 Checkin(Incident V10173) <i>Applies to: Coast Golf, Incident V10173</i>
2016-07-04 06:07	RM ASSIGNED	Assigned to activity <i>Applies to: 2P13 Checkins</i>
2016-07-04 06:07	RM DISPATCHED	Changed status from OFF DUTY to DISPATCHED - Next check-in: [07/04] 06:37 <i>Applies to: 2P13 Checkins</i>
2016-07-04 06:07	RM PENDING	Changed status from DISPATCHED to PENDING - Next check-in cleared <i>Applies to: 2P13 Checkins</i>

Date	Status	Message
2016-07-04 06:09	RM PENDING	Sticky note added: 'July 4: V10173'. Applies to: 2P13 Checkins
2016-07-04 06:09	RM PENDING	2P13 and 2P80 on scene at V10173 Applies to: 2P13 Checkins
2016-07-04 06:09	RM ON SCENE	Changed status from PENDING to ON SCENE - Next check-in: [07/04] 08:09 Applies to: 2P13 Checkins
2016-07-04 06:09	RM ON SCENE	Removed 2P13 from Coast Golf 1 Checkin(Incident V10173) and Added 2P13 to 2P13 Checkins Applies to: 2P13, 2P13 Checkins, Incident V10173
2016-07-04 06:09	RM ON SCENE	Changed status from PENDING to ON SCENE Applies to: 2P13
2016-07-04 06:09	RM ON SCENE	Removed 2P80 from Coast Golf 1 Checkin(Incident V10173) and Added 2P80 to 2P13 Checkins Applies to: 2P13 Checkins, 2P80, Incident V10173
2016-07-04 06:09	RM ON SCENE	Changed status from PENDING to ON SCENE Applies to: 2P80
2016-07-04 06:09	RM PENDING	Added Coast Golf to Coast Golf 1 Checkin(Incident V10173) Applies to: Coast Golf, Incident V10173
2016-07-04 06:30	RM PENDING	Next check-in: [07/04] 07:00 Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}
2016-07-04 06:30	RM PENDING	Sticky note changed from: 'July 3: V10173 // MIN STBY June 30-July 4 Pemberton' to: 'July 4: V10173 // MIN STBY June 30-July 4 Pemberton'. Applies to: Salish UC {Mt. Currie}
2016-07-04 06:46	RM PENDING	coast golf on scene V10173, further check ins with 2P80 and 2P13 Applies to: Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Incident V10173
2016-07-04 06:46	RM ON SCENE	Changed status from PENDING to ON SCENE - Next check-in: [07/04] 08:46 Applies to: Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Incident V10173
2016-07-04 06:46	RM ON SCENE	Next check-in: [07/04] 08:09 Applies to: Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Incident V10173
2016-07-04 06:46	RM ON SCENE	Removed 2P13 from 2P13 Checkins Applies to: 2P13, 2P13 Checkins
2016-07-04 06:46	RM ON SCENE	Removed 2P80 from 2P13 Checkins Applies to: 2P13 Checkins, 2P80
2016-07-04 06:46	RM ON SCENE	Added 2P13 to Coast Golf 1 Checkin(Incident V10173) Applies to: 2P13, Incident V10173
2016-07-04 06:47	RM ON SCENE	Added 2P80 to Coast Golf 1 Checkin(Incident V10173) Applies to: 2P80, Incident V10173
2016-07-04 06:47	RM OFF DUTY	Changed status from ON SCENE to OFF DUTY - Next check-in cleared Applies to: 2P13 Checkins
2016-07-04 06:47	RM OFF DUTY	Completed activity Applies to: 2P13 Checkins
2016-07-04 06:49	RM PENDING	off hotel en route for V10173 - ETA 45 to 60 mins - nci 2hrs or before Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}
2016-07-04 06:49	RM EN ROUTE	Changed status from PENDING to EN ROUTE - Next check-in: [07/04] 08:49 Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}
2016-07-04 06:54	RM ASSIGNED	Assigned to activity Applies to: Fraser C, Fraser C1, Fraser C3, Fraser C4, Fraser C5

Date	Status	Message
2016-07-04 06:54	RM EN ROUTE	Added Fraser C to Fraser UC {Cultus Lake} Applies to: Fraser C, Fraser UC {Cultus Lake}
2016-07-04 06:54	RM EN ROUTE	Changed status from OFF DUTY to EN ROUTE Applies to: Fraser C, Fraser C1, Fraser C3, Fraser C4, Fraser C5
2016-07-04 06:54	RM EN ROUTE	Removed Fraser C2 from Fraser UC {Cultus Lake} and Added Fraser C2 to Fraser C Applies to: Fraser C, Fraser C2, Fraser UC {Cultus Lake}
2016-07-04 07:00	RM PENDING	Next check-in: [07/04] 07:30 Applies to: CG-VHB
2016-07-04 07:30	KP PENDING	Next check-in: [07/04] 08:30 Applies to: CG-VHB
2016-07-04 07:30	RM PENDING	Next check-in: [07/04] 08:00 Applies to: CG-VHB
2016-07-04 07:32	RM PENDING	lifting hope for 173 - 0 pax Applies to: CG-VHB
2016-07-04 07:32	RM EN ROUTE	Changed status from PENDING to EN ROUTE - Next check-in: [07/04] 08:02 Applies to: CG-VHB
2016-07-04 07:33	KS PENDING	Sticky note changed from: 'July 3 - V10173 - Pilot: s.22 - DUTY DAY: 0800-2000' to: 'July 4 - V10173 - Pilot: s.22 - DUTY DAY: 0800-2000'. Applies to: CF-TVL
2016-07-04 07:33	KS OFF DUTY	Completed activity Applies to: CF-THZ
2016-07-04 07:40	KS PENDING	per note July 3: per Ops: July 4: 2 medium helis: TVL starting 0800 & NPG starting 0900 Applies to: CF-TVL
2016-07-04 07:40	KS PENDING	per note July 3: per Ops: July 4: 2 medium helis: TVL starting 0800 & NPG starting 0900 Applies to: CF-NPG
2016-07-04 07:40	KS EN ROUTE	Sticky note changed from: 'July 4: V10173 - Pilot: s.22 - DUTY DAY: 0700-1900' to: 'July 4: V10173 - Pilot: s.22 - DUTY DAY: 0730-1930'. Applies to: CG-VHB
2016-07-04 07:41	KS PENDING	Sticky note changed from: 'July 4: V10173 - Pilot: s.22 - DUTY DAY: 0900-2100' to: 'July 4: V10173 - Pilot: s.22 - DUTY DAY: 0900-2100'. Applies to: CF-NPG
2016-07-04 07:51	KP	CTV News called looking to fly in NOTAM on V10173- passed phone to air ops Applies to: 2016-V10173
2016-07-04 07:57	KS ON SCENE	Sticky note changed from: 'July 3: V10173' to: 'July 4: V10173'. Applies to: Incident V10173
2016-07-04 07:57	RM	as per Air OPS - THY chopper 9 media heli looking to get in for recce flight to 173 will contact 2P80 and confirm. Will turn on indicator so we can track and will do check ins with Coastal Applies to: 2016-V10173
2016-07-04 07:57	RM ASSIGNED	Assigned to activity Applies to: CF-THY
2016-07-04 07:57	RM PENDING	Changed status from OFF DUTY to PENDING - Next check-in cleared Applies to: CF-THY
2016-07-04 07:57	RM PENDING	Sticky note added: 'July 4: Media heli'. Applies to: CF-THY
2016-07-04 07:57	KS ON SCENE	Sticky note changed from: 'MIN STBY June 30-July 4 - 1st up IA Squamish' to: 'July 4: V10173 - MIN STBY June 30-July 4 - 1st up IA Squamish'. Applies to: Coast Golf

Date	Status	Message
2016-07-04 07:58	KS ON SCENE	Sticky note changed from: 'July 3: V10173' to: 'July 4: V10173'. Applies to: 2P80
2016-07-04 08:00	RM EN ROUTE	30 min check - all ops normal - nci 30 Applies to: CG-VHB
2016-07-04 08:00	RM EN ROUTE	Next check-in: [07/04] 08:30 Applies to: CG-VHB
2016-07-04 08:00	KP PENDING	Next check-in: [07/04] 09:00 Applies to: CF-TVL
2016-07-04 08:03	KS EN ROUTE	tracking Applies to: CG-VHB
2016-07-04 08:03	KS PENDING	lifting for fire 173-- advised that VHB will be on site shortly-- next checkin 30 min Applies to: CF-TVL
2016-07-04 08:03	KS EN ROUTE	Changed status from PENDING to EN ROUTE - Next check-in: [07/04] 08:33 Applies to: CF-TVL
2016-07-04 08:04	KS EN ROUTE	advised that TVL is en route to incident-- VHB copied--aware--next checkin 30 min Applies to: CG-VHB
2016-07-04 08:04	KS EN ROUTE	Next check-in: [07/04] 08:34 Applies to: CG-VHB
2016-07-04 08:04	KP EN ROUTE	Arrived and is onsite nci will be through 2P13 in 2 hrs Applies to: Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C, Fraser C1, Fraser C2, Fraser C3, Fraser C4, Fraser C5, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC {Cultus Lake}
2016-07-04 08:04	KP ON SCENE	Changed status from EN ROUTE to ON SCENE - Next check-in: [07/04] 10:04 Applies to: Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C, Fraser C1, Fraser C2, Fraser C3, Fraser C4, Fraser C5, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC {Cultus Lake}
2016-07-04 08:06	KS ON SCENE	Sticky note 'July 4: V10173' was cleared. Applies to: Incident V10173
2016-07-04 08:09	KP ON SCENE	Added Fraser UC {Cultus Lake} to Coast Golf 1 Checkin(Incident V10173) Applies to: Fraser UC {Cultus Lake}, Incident V10173
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 Applies to: Incident V10173
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 Applies to: Fraser UC {Cultus Lake}
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 Applies to: Fraser A
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 Applies to: Fraser A1
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 Applies to: Fraser A2
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 Applies to: Fraser A3
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 Applies to: Fraser A4
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 Applies to: Fraser A5
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 Applies to: Fraser C
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 Applies to: Fraser C1

Date	Status	Message
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 <i>Applies to: Fraser C2</i>
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 <i>Applies to: Fraser C3</i>
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 <i>Applies to: Fraser C4</i>
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 <i>Applies to: Fraser C5</i>
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 <i>Applies to: Fraser D</i>
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 <i>Applies to: Fraser D1</i>
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 <i>Applies to: Fraser D3</i>
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 <i>Applies to: Fraser D2</i>
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 <i>Applies to: Fraser D4</i>
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 <i>Applies to: Fraser D5</i>
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 <i>Applies to: Fraser B</i>
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 <i>Applies to: Fraser B1</i>
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 <i>Applies to: Fraser B3</i>
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 <i>Applies to: Fraser B2</i>
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 <i>Applies to: Fraser B4</i>
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 <i>Applies to: Fraser 1</i>
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 <i>Applies to: Coast Golf</i>
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 <i>Applies to: Coast Golf 1</i>
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 <i>Applies to: Coast Golf 2</i>
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 <i>Applies to: Coast Golf 4</i>
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 <i>Applies to: 2P13</i>
2016-07-04 08:09	KP ON SCENE	** NO CONTACT ** -- Checkin due by 08:19 <i>Applies to: 2P80</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: 2P13</i>
2016-07-04 08:10	KP ON SCENE	Next check-in: [07/04] 10:10 <i>Applies to: 2P13</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Incident V10173</i>

Date	Status	Message
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser UC {Cultus Lake}</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser A</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser A1</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser A2</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser A3</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser A4</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser A5</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser C</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser C1</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser C2</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser C3</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser C4</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser C5</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser D</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser D1</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser D3</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser D2</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser D4</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser D5</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser B</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser B1</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser B3</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser B2</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser B4</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser 1</i>

Date	Status	Message
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Coast Golf</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Coast Golf 1</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Coast Golf 2</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Coast Golf 4</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: 2P13</i>
2016-07-04 08:10	KP ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: 2P80</i>
2016-07-04 08:10	KP ON SCENE	Next check-in: [07/04] 10:10 <i>Applies to: 2P80, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C, Fraser C1, Fraser C2, Fraser C3, Fraser C4, Fraser C5, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC {Cultus Lake}, Incident V10173</i>
2016-07-04 08:10	KS PENDING	Talon helis calling-- going to call 2P80-- will call coastal on the radio-- advised of 3 helis that will be on site-- aware of helis- TVL/VHB/NPG <i>Applies to: CF-THY</i>
2016-07-04 08:10	KS PENDING	Sticky note changed from: 'July 4: Media heli' to: 'July 4: Media heli - Pilot: Jarrett Lunn'. <i>Applies to: CF-THY</i>
2016-07-04 08:11	KP ON SCENE	Ops normal-- fraser crew onsite nci 1000 <i>Applies to: 2P13, 2P80, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C, Fraser C1, Fraser C2, Fraser C3, Fraser C4, Fraser C5, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC {Cultus Lake}, Incident V10173</i>
2016-07-04 08:11	KP ON SCENE	Next check-in: [07/04] 10:00 <i>Applies to: 2P13, 2P80, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C, Fraser C1, Fraser C2, Fraser C3, Fraser C4, Fraser C5, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC {Cultus Lake}, Incident V10173</i>
2016-07-04 08:11	KP EN ROUTE	As per 2P13- onsite at 173 <i>Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}</i>
2016-07-04 08:11	KP EN ROUTE	Next check-in: [07/04] 10:11 <i>Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}</i>
2016-07-04 08:11	KP ON SCENE	Added Salish UC {Mt. Currie} to Coast Golf 1 Checkin(Incident V10173) <i>Applies to: Incident V10173, Salish UC {Mt. Currie}</i>
2016-07-04 08:11	KP ON SCENE	Changed status from EN ROUTE to ON SCENE <i>Applies to: Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}</i>
2016-07-04 08:14	RM	OPS passing on number for tanker retardant info s.15 . To request MSDS sheet for tanker retardant mixture which BC Wildfire uses. <i>Applies to: 2016-V10173</i>
2016-07-04 08:16	RM	As per OPS, wait for exact version of retardant before placing call. Air OPS will provide <i>Applies to: 2016-V10173</i>
2016-07-04 08:17	RM EN ROUTE	landed 173 - shutting down - nci lifting <i>Applies to: CG-VHB</i>
2016-07-04 08:17	RM IDLE	Changed status from EN ROUTE to IDLE - Next check-in: [07/04] 08:47 <i>Applies to: CG-VHB</i>

Date	Status	Message
2016-07-04 08:20	KS <i>PENDING</i>	Sticky note 'July 4: Media heli - Pilot s.22' was cleared. <i>Applies to: CF-THY</i>
2016-07-04 08:20	KS <i>ASSIGNED</i>	Assigned to activity <i>Applies to: CF-THU</i>
2016-07-04 08:20	KS <i>PENDING</i>	Changed status from OFF DUTY to PENDING - Next check-in cleared <i>Applies to: CF-THU</i>
2016-07-04 08:21	KS <i>PENDING</i>	Completed activity <i>Applies to: CF-THY</i>
2016-07-04 08:21	RM PENDING	lifting for 173, will be working above crews - nci 30 <i>Applies to: CF-THU</i>
2016-07-04 08:21	RM <i>EN ROUTE</i>	Changed status from PENDING to EN ROUTE - Next check-in: [07/04] 08:51 <i>Applies to: CF-THU</i>
2016-07-04 08:21	KS EN ROUTE	@ 08:10> Talon helis calling-- going to call 2P80-- will call coastal on the radio-- advised of 3 helis that will be on site-- aware of helis-TV/L/VHB/NPG <i>Applies to: CF-THU</i>
2016-07-04 08:29	RM PENDING	lifting suma smountain for 173 advised of other helis in area- nci 30 <i>Applies to: CF-NPG</i>
2016-07-04 08:29	RM <i>EN ROUTE</i>	Changed status from PENDING to EN ROUTE - Next check-in: [07/04] 08:59 <i>Applies to: CF-NPG</i>
2016-07-04 08:33	RM EN ROUTE	30 min check at 173 - ops normal - bx - nci 30 <i>Applies to: CF-TVL</i>
2016-07-04 08:33	RM <i>EN ROUTE</i>	Next check-in: [07/04] 09:03 <i>Applies to: CF-TVL</i>
2016-07-04 08:46	RM EN ROUTE	10 miles back from 173 - nci 30 or landing <i>Applies to: CF-NPG</i>
2016-07-04 08:46	RM <i>EN ROUTE</i>	Next check-in: [07/04] 09:16 <i>Applies to: CF-NPG</i>
2016-07-04 08:47	RM <i>IDLE</i>	Next check-in: [07/04] 09:30 <i>Applies to: CG-VHB</i>
2016-07-04 08:51	RM <i>EN ROUTE</i>	** NO CONTACT ** -- Checkin due by 09:01 <i>Applies to: CF-THU</i>
2016-07-04 08:52	RM EN ROUTE	trying on Fraser - no contact <i>Applies to: CF-THU</i>
2016-07-04 08:57	RM <i>EN ROUTE</i>	** NO CONTACT CLEARED ** <i>Applies to: CF-THU</i>
2016-07-04 08:57	RM <i>EN ROUTE</i>	Next check-in: [07/04] 09:27 <i>Applies to: CF-THU</i>
2016-07-04 08:57	RM EN ROUTE	30 min check above 173 - nci 30 <i>Applies to: CF-THU</i>
2016-07-04 08:58	RM EN ROUTE	30 min check from 173, bx optional - nci 30 <i>Applies to: CF-TVL</i>
2016-07-04 08:58	RM <i>EN ROUTE</i>	Next check-in: [07/04] 09:28 <i>Applies to: CF-TVL</i>
2016-07-04 08:59	RM EN ROUTE	landed for fuel - being held until next fuel cycle - nci lifting <i>Applies to: CF-NPG</i>
2016-07-04 08:59	RM <i>IDLE</i>	Changed status from EN ROUTE to IDLE - Next check-in: [07/04] 09:29 <i>Applies to: CF-NPG</i>

Date	Status	Message
2016-07-04 09:02	KS ON SCENE	lifting in VHB with 2P80 and Guy McClintock-- Deputy FC Delta--next checkin 30 min Applies to: 2P13, Incident V10173
2016-07-04 09:03	KS ON SCENE	Removed 2P13 from Coast Golf 1 Checkin(Incident V10173) and Boarded 2P13 on CG-VHB Applies to: 2P13, CG-VHB, Incident V10173
2016-07-04 09:03	KS ON SCENE	Removed 2P80 from Coast Golf 1 Checkin(Incident V10173) and Boarded 2P80 on CG-VHB Applies to: 2P80, CG-VHB, Incident V10173
2016-07-04 09:03	KS IDLE	lifting in VHB with 2P80 and Guy McClintock-- Deputy FC Delta--next checkin 30 min Applies to: 2P13, 2P80, CG-VHB
2016-07-04 09:03	KS ON SCENE	Changed status from IDLE to ON SCENE - Next check-in: [07/04] 09:33 Applies to: 2P13, 2P80, CG-VHB
2016-07-04 09:07	RM EN ROUTE	cleared off 173 heading back to YVR - consider down - might head out again, will call in if they do - nci lifting Applies to: CF-THU
2016-07-04 09:07	RM IDLE	Changed status from EN ROUTE to IDLE - Next check-in: [07/04] 09:37 Applies to: CF-THU
2016-07-04 09:07	RM PENDING	Changed status from IDLE to PENDING - Next check-in cleared Applies to: CF-THU
2016-07-04 09:10	KS ON SCENE	per logistics: 10 rooms booked at Pacific Gateway Hotel @ Vancouver Airport: July 4-6-- Confirmation s.17 Applies to: Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C, Fraser C1, Fraser C2, Fraser C3, Fraser C4, Fraser C5, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC {Cultus Lake}, Incident V10173
2016-07-04 09:12	KS ON SCENE	correction to note at 09:03> 2P13 lifting in VHB with 2P80 and Guy McClintock-- Deputy FC Delta--next checkin 30 min Applies to: 2P13, 2P80, CG-VHB
2016-07-04 09:14	RM ON SCENE	landed shutting down burns bog - nci lifting Applies to: 2P13, 2P80, CG-VHB
2016-07-04 09:14	RM IDLE	Changed status from ON SCENE to IDLE - Next check-in: [07/04] 09:44 Applies to: 2P13, 2P80, CG-VHB
2016-07-04 09:28	KP EN ROUTE	** NO CONTACT ** -- Checkin due by 09:38 Applies to: CF-TVL
2016-07-04 09:28	KP EN ROUTE	** NO CONTACT CLEARED ** Applies to: CF-TVL
2016-07-04 09:28	KP EN ROUTE	Next check-in: [07/04] 09:58 Applies to: CF-TVL
2016-07-04 09:29	KP EN ROUTE	ops normal bucketing nci 30 Applies to: CF-TVL
2016-07-04 09:29	KP EN ROUTE	Next check-in: [07/04] 09:59 Applies to: CF-TVL
2016-07-04 09:30	KP IDLE	s/i Applies to: CF-NPG
2016-07-04 09:30	KP IDLE	Next check-in: [07/04] 10:00 Applies to: CF-NPG
2016-07-04 09:36	KP EN ROUTE	> boundry bay nci landing Applies to: CF-TVL
2016-07-04 09:36	KP EN ROUTE	Next check-in: [07/04] 10:06 Applies to: CF-TVL
2016-07-04 09:41	RM EN ROUTE	at boundary 0540 - nci 30 Applies to: CF-TVL

Date	Status	Message
2016-07-04 09:41	RM EN ROUTE	Next check-in: [07/04] 10:11 Applies to: CF-TVL
2016-07-04 09:44	KP IDLE	s/i Applies to: 2P13, 2P80, CG-VHB
2016-07-04 09:44	KP IDLE	Next check-in: [07/04] 10:14 Applies to: 2P13, 2P80, CG-VHB
2016-07-04 10:00	RM IDLE	Next check-in: [07/04] 11:00 Applies to: CF-NPG
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 Applies to: Incident V10173
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 Applies to: Fraser UC {Cultus Lake}
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 Applies to: Fraser A
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 Applies to: Fraser A1
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 Applies to: Fraser A2
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 Applies to: Fraser A3
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 Applies to: Fraser A4
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 Applies to: Fraser A5
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 Applies to: Fraser C
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 Applies to: Fraser C1
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 Applies to: Fraser C2
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 Applies to: Fraser C3
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 Applies to: Fraser C4
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 Applies to: Fraser C5
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 Applies to: Fraser D
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 Applies to: Fraser D1
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 Applies to: Fraser D3
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 Applies to: Fraser D2
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 Applies to: Fraser D4
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 Applies to: Fraser D5
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 Applies to: Fraser B

Date	Status	Message
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Fraser B1</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Fraser B3</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Fraser B2</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Fraser B4</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Fraser 1</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Coast Golf</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Coast Golf 1</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Coast Golf 2</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Coast Golf 4</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Salish UC {Mt. Currie}</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Salish A</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Salish A1</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Salish A3</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Salish A4</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Salish A2</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Salish A5</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Salish C</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Salish C1</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Salish C3</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Salish C2</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Salish C5</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Salish C4</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Salish D</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Salish D1</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Salish D2</i>

Date	Status	Message
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Salish D3</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Salish D4</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Salish B</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Salish B1</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Salish B5</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Salish B4</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Salish B2</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Salish B3</i>
2016-07-04 10:00	KP ON SCENE	** NO CONTACT ** -- Checkin due by 10:10 <i>Applies to: Salish 1</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Incident V10173</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Fraser UC {Cultus Lake}</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Fraser A</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Fraser A1</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Fraser A2</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Fraser A3</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Fraser A4</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Fraser A5</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Fraser C</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Fraser C1</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Fraser C2</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Fraser C3</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Fraser C4</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Fraser C5</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Fraser D</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Fraser D1</i>

Date	Status	Message
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Fraser D3</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Fraser D2</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Fraser D4</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Fraser D5</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Fraser B</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Fraser B1</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Fraser B3</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Fraser B2</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Fraser B4</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Fraser 1</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Coast Golf</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Coast Golf 1</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Coast Golf 2</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Coast Golf 4</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Salish UC {Mt. Currie}</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Salish A</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Salish A1</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Salish A3</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Salish A4</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Salish A2</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Salish A5</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Salish C</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Salish C1</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Salish C3</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Salish C2</i>

Date	Status	Message
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Salish C5</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Salish C4</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Salish D</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Salish D1</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Salish D2</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Salish D3</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Salish D4</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Salish B</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Salish B1</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Salish B5</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Salish B4</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Salish B2</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Salish B3</i>
2016-07-04 10:00	RM ON SCENE	** NO CONTACT RESET ** -- Checkin due by 10:10 <i>Applies to: Salish 1</i>
2016-07-04 10:04	RM ON SCENE	trying Fraser 1 on Fraser - no contact <i>Applies to: Fraser 1, Fraser UC {Cultus Lake}, Incident V10173</i>
2016-07-04 10:07	RM ON SCENE	<i>Disembarked 2P13 from CG-VHB</i> <i>Applies to: 2P13, CG-VHB</i>
2016-07-04 10:07	RM ON SCENE	<i>Disembarked 2P80 from CG-VHB</i> <i>Applies to: 2P80, CG-VHB</i>
2016-07-04 10:07	RM ON SCENE	<i>Added 2P13 to Coast Golf 1 Checkin(Incident V10173)</i> <i>Applies to: 2P13, Incident V10173</i>
2016-07-04 10:08	RM ON SCENE	<i>Added 2P80 to Coast Golf 1 Checkin(Incident V10173)</i> <i>Applies to: 2P80, Incident V10173</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Incident V10173</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser UC {Cultus Lake}</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser A</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser A1</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser A2</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser A3</i>

Date	Status	Message
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser A4</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser A5</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser C</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser C1</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser C2</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser C3</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser C4</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser C5</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser D</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser D1</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser D3</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser D2</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser D4</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser D5</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser B</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser B1</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser B3</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser B2</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser B4</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Fraser 1</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Coast Golf</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Coast Golf 1</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Coast Golf 2</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Coast Golf 4</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish UC {Mt. Currie}</i>

Date	Status	Message
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish A</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish A1</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish A3</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish A4</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish A2</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish A5</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish C</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish C1</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish C3</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish C2</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish C5</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish C4</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish D</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish D1</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish D2</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish D3</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish D4</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish B</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish B1</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish B5</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish B4</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish B2</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish B3</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: Salish 1</i>
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: 2P13</i>

Date	Status	Message
2016-07-04 10:08	RM ON SCENE	** NO CONTACT CLEARED ** <i>Applies to: 2P80</i>
2016-07-04 10:08	RM ON SCENE	<i>Next check-in: [07/04] 12:08</i> <i>Applies to: 2P13, 2P80, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C, Fraser C1, Fraser C2, Fraser C3, Fraser C4, Fraser C5, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC (Cultus Lake), Incident V10173, Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC (Mt. Currie)</i>
2016-07-04 10:08	RM ON SCENE	2P13 checking in all crews on site - nci 1215 <i>Applies to: 2P13, 2P80, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C, Fraser C1, Fraser C2, Fraser C3, Fraser C4, Fraser C5, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC (Cultus Lake), Incident V10173, Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC (Mt. Currie)</i>
2016-07-04 10:08	RM ON SCENE	<i>Next check-in: [07/04] 12:15</i> <i>Applies to: 2P13, 2P80, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C, Fraser C1, Fraser C2, Fraser C3, Fraser C4, Fraser C5, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC (Cultus Lake), Incident V10173, Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC (Mt. Currie)</i>
2016-07-04 10:13	KS EN ROUTE	** NO CONTACT ** -- Checkin due by 10:23 <i>Applies to: CF-TVL</i>
2016-07-04 10:13	RM EN ROUTE	** NO CONTACT RESET ** -- Checkin due by 10:23 <i>Applies to: CF-TVL</i>
2016-07-04 10:14	KS IDLE	<i>Next check-in: [07/04] 11:00</i> <i>Applies to: CG-VHB</i>
2016-07-04 10:15	RM EN ROUTE	** NO CONTACT CLEARED ** <i>Applies to: CF-TVL</i>
2016-07-04 10:15	RM EN ROUTE	<i>Next check-in: [07/04] 10:45</i> <i>Applies to: CF-TVL</i>
2016-07-04 10:15	RM EN ROUTE	calling pilot on cell to confirm if shut down - is shut down, landed at 0941 <i>Applies to: CF-TVL</i>
2016-07-04 10:15	RM IDLE	<i>Changed status from EN ROUTE to IDLE - Next check-in: [07/04] 10:45</i> <i>Applies to: CF-TVL</i>
2016-07-04 10:45	KS IDLE	<i>Next check-in: [07/04] 11:45</i> <i>Applies to: CF-TVL</i>
2016-07-04 10:59	KS ON SCENE	2P13 lifting in VHB with: Metro parks rep Tom McCoombs-- salish 1 s.22 <i>Applies to: 2P13, Incident V10173</i>
2016-07-04 10:59	KS IDLE	2P13 lifting in VHB with: Metro parks rep Tom McCoombs-- salish 1 s.22 <i>Applies to: CG-VHB</i>
2016-07-04 10:59	KS EN ROUTE	<i>Changed status from IDLE to EN ROUTE - Next check-in: [07/04] 11:29</i> <i>Applies to: CG-VHB</i>
2016-07-04 10:59	KS EN ROUTE	<i>Removed 2P13 from Coast Golf 1 Checkin(Incident V10173) and Boarded 2P13 on CG-VHB</i> <i>Applies to: 2P13, CG-VHB, Incident V10173</i>
2016-07-04 10:59	KS EN ROUTE	<i>Changed status from ON SCENE to EN ROUTE</i> <i>Applies to: 2P13</i>
2016-07-04 10:59	KS EN ROUTE	<i>Removed Salish 1 from Salish UC (Mt. Currie) and Boarded Salish 1 on CG-VHB</i> <i>Applies to: CG-VHB, Salish 1, Salish UC (Mt. Currie)</i>
2016-07-04 10:59	KS EN ROUTE	<i>Changed status from ON SCENE to EN ROUTE</i> <i>Applies to: Salish 1</i>

Date	Status	Message
2016-07-04 10:59	KS EN ROUTE	Boarded WP1 on CG-VHB Applies to: CG-VHB, WP1
2016-07-04 10:59	KS EN ROUTE	Changed status from PENDING to EN ROUTE Applies to: WP1
2016-07-04 10:59	KS EN ROUTE	s.22 changed resource: Metro 16(WP1) Applies to: WP1
2016-07-04 11:00	KP IDLE	s/i Applies to: CF-NPG
2016-07-04 11:00	KP IDLE	Next check-in: [07/04] 11:30 Applies to: CF-NPG
2016-07-04 11:00	RM IDLE	Next check-in: [07/04] 12:00 Applies to: CF-NPG
2016-07-04 11:19	RM EN ROUTE	landing staging for 173 - nci lifting Applies to: 2P13, CG-VHB, Salish 1, WP1
2016-07-04 11:19	RM IDLE	Changed status from EN ROUTE to IDLE - Next check-in: [07/04] 11:49 Applies to: 2P13, CG-VHB, Salish 1, WP1
2016-07-04 11:20	RM ON SCENE	Disembarked 2P13 from CG-VHB and Added 2P13 to Coast Golf 1 Checkin(Incident V10173) Applies to: 2P13, CG-VHB, Incident V10173
2016-07-04 11:20	RM ON SCENE	Changed status from EN ROUTE to ON SCENE Applies to: 2P13
2016-07-04 11:20	RM ON SCENE	Disembarked Salish 1 from CG-VHB and Added Salish 1 to Salish UC (Mt. Currie) Applies to: CG-VHB, Salish 1, Salish UC (Mt. Currie)
2016-07-04 11:20	RM ON SCENE	Changed status from EN ROUTE to ON SCENE Applies to: Salish 1
2016-07-04 11:21	RM ON SCENE	Disembarked Metro 16(WP1) from CG-VHB and Added Metro 16(WP1) to Coast Golf 1 Checkin(Incident V10173) Applies to: CG-VHB, Incident V10173, WP1
2016-07-04 11:21	RM ON SCENE	Changed status from EN ROUTE to ON SCENE Applies to: WP1
2016-07-04 11:27	AC OFF DUTY	coast alpha complete off haig to chilliwack airport to go get 2p13 truck and bring it to him at burns bog v10173 - nci 45 on arrival Applies to: Coast Alpha, Coast Alpha 1, Coast Alpha 2
2016-07-04 11:27	AC ASSIGNED	Assigned to activity Applies to: Coast Alpha, Coast Alpha 1, Coast Alpha 2
2016-07-04 11:27	AC EN ROUTE	Changed status from OFF DUTY to EN ROUTE - Next check-in: [07/04] 12:12 Applies to: Coast Alpha, Coast Alpha 1, Coast Alpha 2
2016-07-04 11:27	AC ASSIGNED	Assigned to activity Applies to: Coast Alpha 3
2016-07-04 11:27	AC EN ROUTE	Added Coast Alpha 3 to Coast Alpha Applies to: Coast Alpha, Coast Alpha 3
2016-07-04 11:27	AC EN ROUTE	Changed status from OFF DUTY to EN ROUTE Applies to: Coast Alpha 3
2016-07-04 11:30	RM IDLE	off boundry bay for 173 - nci 30 Applies to: CF-NPG
2016-07-04 11:30	RM EN ROUTE	Changed status from IDLE to EN ROUTE - Next check-in: [07/04] 12:00 Applies to: CF-NPG
2016-07-04 11:45	RM IDLE	Next check-in: [07/04] 12:30 Applies to: CF-TVL
2016-07-04 11:50	RM IDLE	Next check-in: [07/04] 12:30 Applies to: CG-VHB

Date	Status	Message
2016-07-04 11:56	RM <i>IDLE</i>	Sticky note changed from: 'July 4 - V10173 - s.22 0800-2000' to: 'July 4 - V10173 - Pilot: s.22 (Pilot may be replaced in PM by s.22)'. - DUTY DAY: 0800-2000 - DUTY DAY: 0800-2000 <i>Applies to: CF-TVL</i>
2016-07-04 12:00	RM EN ROUTE	at 173 - ops normal - nci 30 <i>Applies to: CF-NPG</i>
2016-07-04 12:00	RM <i>EN ROUTE</i>	<i>Next check-in: [07/04] 12:30</i> <i>Applies to: CF-NPG</i>
2016-07-04 12:12	AC <i>EN ROUTE</i>	** NO CONTACT ** -- Checkin due by 12:22 <i>Applies to: Coast Alpha</i>
2016-07-04 12:12	AC <i>EN ROUTE</i>	** NO CONTACT ** -- Checkin due by 12:22 <i>Applies to: Coast Alpha 1</i>
2016-07-04 12:12	AC <i>EN ROUTE</i>	** NO CONTACT ** -- Checkin due by 12:22 <i>Applies to: Coast Alpha 2</i>
2016-07-04 12:12	AC <i>EN ROUTE</i>	** NO CONTACT ** -- Checkin due by 12:22 <i>Applies to: Coast Alpha 3</i>
2016-07-04 12:12	KP <i>EN ROUTE</i>	** NO CONTACT RESET ** -- Checkin due by 12:22 <i>Applies to: Coast Alpha</i>
2016-07-04 12:12	KP <i>EN ROUTE</i>	** NO CONTACT RESET ** -- Checkin due by 12:22 <i>Applies to: Coast Alpha 1</i>
2016-07-04 12:12	KP <i>EN ROUTE</i>	** NO CONTACT RESET ** -- Checkin due by 12:22 <i>Applies to: Coast Alpha 2</i>
2016-07-04 12:12	KP <i>EN ROUTE</i>	** NO CONTACT RESET ** -- Checkin due by 12:22 <i>Applies to: Coast Alpha 3</i>
2016-07-04 12:13	KS ON SCENE	2P13--ops normal on site- Next checking at 1415-- 2P13 will pass on to Fraser 1 regarding accomodations--GV Metro crews on site-- will have Metro 16 call and provide names shortly to coastal <i>Applies to: 2P13, 2P80, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C, Fraser C1, Fraser C2, Fraser C3, Fraser C4, Fraser C5, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC (Cultus Lake), Incident V10173, Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC (Mt. Currie), WP1</i>
2016-07-04 12:13	KS <i>ON SCENE</i>	<i>Next check-in: [07/04] 14:15</i> <i>Applies to: 2P13, 2P80, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C, Fraser C1, Fraser C2, Fraser C3, Fraser C4, Fraser C5, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC (Cultus Lake), Incident V10173, Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC (Mt. Currie), WP1</i>
2016-07-04 12:16	RM <i>EN ROUTE</i>	** NO CONTACT CLEARED ** <i>Applies to: Coast Alpha</i>
2016-07-04 12:16	RM <i>EN ROUTE</i>	** NO CONTACT CLEARED ** <i>Applies to: Coast Alpha 1</i>
2016-07-04 12:16	RM <i>EN ROUTE</i>	** NO CONTACT CLEARED ** <i>Applies to: Coast Alpha 2</i>
2016-07-04 12:16	RM <i>EN ROUTE</i>	** NO CONTACT CLEARED ** <i>Applies to: Coast Alpha 3</i>
2016-07-04 12:16	RM <i>EN ROUTE</i>	<i>Next check-in: [07/04] 14:16</i> <i>Applies to: Coast Alpha, Coast Alpha 1, Coast Alpha 2, Coast Alpha 3</i>
2016-07-04 12:16	RM EN ROUTE	coast alpha at chilliwack airport, picked up 2p13 proceeding to 173 - nci 2hrs or on arrival <i>Applies to: Coast Alpha, Coast Alpha 1, Coast Alpha 2, Coast Alpha 3</i>

Date	Status	Message
2016-07-04 12:28	AC EN ROUTE	bx ops normal nci 30 Applies to: CF-NPG
2016-07-04 12:28	AC EN ROUTE	Next check-in: [07/04] 12:58 Applies to: CF-NPG
2016-07-04 12:31	RM PENDING	Metro 16 calling. GV crews 2 crew leaders: s.22 s.22 and 13 parks crew, with no official call sign. These 13 are under supervision of Metro 16. Total Metro Vancouver crew on site is 23. Will check in with 2P13 Applies to: GV Alpha, GV1 Crew
2016-07-04 12:31	RM IDLE	Next check-in: [07/04] 13:30 Applies to: CF-TVL
2016-07-04 12:32	RM IDLE	Next check-in: [07/04] 13:30 Applies to: CG-VHB
2016-07-04 12:34	RM ON SCENE	Added GV1 Crew to Coast Golf 1 Checkin(Incident V10173) Applies to: GV1 Crew, Incident V10173
2016-07-04 12:34	RM ON SCENE	Changed status from PENDING to ON SCENE Applies to: GV Alpha, GV1 Crew
2016-07-04 12:34	RM ON SCENE	Sticky note changed from: 'July 3: V10173 - 4pk.s.22' to: 'July 4: V10173 - 23 total. 2 Metro, 8 watershed crew and 13 parks crew. See pink note for details'. Applies to: GV1 Crew
2016-07-04 12:54	RM ON SCENE	Removed Metro 16(WP1) from Coast Golf 1 Checkin(Incident V10173) and Added Metro 16 (WP1) to GV1 Crew Applies to: GV1 Crew, Incident V10173, WP1
2016-07-04 12:54	KS ON SCENE	at 12:13> asked 2P13 to pass on accomodations to Fraser 1 --also accomodation confirmation was emailed to Fraser 1 Applies to: 2P13, 2P80, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C, Fraser C1, Fraser C2, Fraser C3, Fraser C4, Fraser C5, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC (Cultus Lake), GV Alpha, GV1 Crew, Incident V10173, Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC (Mt. Currie), WP1
2016-07-04 12:55	RM ON SCENE	RMARX changed resource: 2P13 Check ins(Incident V10173) Applies to: Incident V10173
2016-07-04 12:56	RM EN ROUTE	NPG on 173 - all ops normal - nci 30 Applies to: CF-NPG
2016-07-04 12:56	RM EN ROUTE	Next check-in: [07/04] 13:26 Applies to: CF-NPG
2016-07-04 13:09	RM ASSIGNED	Assigned to activity Applies to: GV5
2016-07-04 13:09	RM ON SCENE	Removed Metro 12(GV5) from GV5 IA and Added Metro 12(GV5) to GV1 Crew Applies to: GV1 Crew, GV5, GV5 IA
2016-07-04 13:09	RM ON SCENE	Changed status from OFF DUTY to ON SCENE Applies to: GV5
2016-07-04 13:18	KS ON SCENE	per Ops-- call 2P80 and pass call to Ops Applies to: 2P13, 2P80, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C, Fraser C1, Fraser C2, Fraser C3, Fraser C4, Fraser C5, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC (Cultus Lake), GV Alpha, GV1 Crew, GV5, Incident V10173, Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC (Mt. Currie), WP1

Date	Status	Message
2016-07-04 13:18	RM ON SCENE	calling 2P80 - no answer Applies to: 2P80, Incident V10173
2016-07-04 13:20	RM ON SCENE	as per OPS called 2P13 for update - passed to OPS Applies to: 2P13, Incident V10173
2016-07-04 13:25	RM EN ROUTE	at 173 - ops normal - nci 30 Applies to: CF-NPG
2016-07-04 13:25	RM <i>EN ROUTE</i>	<i>Next check-in: [07/04] 13:55</i> Applies to: CF-NPG
2016-07-04 13:30	KS <i>IDLE</i>	<i>Next check-in: [07/04] 14:30</i> Applies to: CF-TVL
2016-07-04 13:30	KS <i>IDLE</i>	<i>Next check-in: [07/04] 14:30</i> Applies to: CG-VHB
2016-07-04 13:49	KS ON SCENE	2P13 going for a recce-- going to have 4px-- Mayor/Fire Chief/ Police Chief/ Town Counsellor-- manifested on the ground-- will be calling off shortly--will be going in VHB Applies to: 2P13, Incident V10173
2016-07-04 13:49	KS IDLE	2P13 going for a recce-- going to have 4px-- Mayor/Fire Chief/ Police Chief/ Town Counsellor-- manifested on the ground-- will be calling off shortly--will be going in VHB Applies to: CG-VHB
2016-07-04 13:49	KS <i>IDLE</i>	<i>Next check-in: [07/04] 14:19</i> Applies to: CG-VHB
2016-07-04 13:49	KS <i>ON SCENE</i>	<i>Removed 2P13 from 2P13 Check ins(Incident V10173) and Boarded 2P13 on CG-VHB</i> Applies to: 2P13, CG-VHB, Incident V10173
2016-07-04 13:54	AC IDLE	lifting staging 173 - 2p13 and 4 reps from Delta city on board nci 30 Applies to: 2P13, CG-VHB
2016-07-04 13:54	AC <i>EN ROUTE</i>	<i>Changed status from IDLE to EN ROUTE - Next check-in: [07/04] 14:24</i> Applies to: CG-VHB
2016-07-04 13:54	AC <i>EN ROUTE</i>	<i>Changed status from ON SCENE to EN ROUTE</i> Applies to: 2P13
2016-07-04 13:56	KP EN ROUTE	leaving 173> boundry fuel Applies to: CF-NPG
2016-07-04 13:56	KP <i>EN ROUTE</i>	<i>Next check-in: [07/04] 14:26</i> Applies to: CF-NPG
2016-07-04 14:01	AC EN ROUTE	1400 ops check for all ground crews nci 1615 as per 2p13 Applies to: 2P13, CG-VHB
2016-07-04 14:01	AC ON SCENE	1400 ops check for all ground crews nci 1615 as per 2p13 Applies to: 2P80, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C, Fraser C1, Fraser C2, Fraser C3, Fraser C4, Fraser C5, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC {Cultus Lake}, GV Alpha, GV1 Crew, GV5, Incident V10173, Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}, WP1
2016-07-04 14:01	AC <i>ON SCENE</i>	<i>Next check-in: [07/04] 16:15</i> Applies to: 2P80, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C, Fraser C1, Fraser C2, Fraser C3, Fraser C4, Fraser C5, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC {Cultus Lake}, GV Alpha, GV1 Crew, GV5, Incident V10173, Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC {Mt. Currie}, WP1
2016-07-04 14:03	KP EN ROUTE	Final boundry bay Applies to: CF-NPG

Date	Status	Message
2016-07-04 14:03	KP IDLE	Changed status from EN ROUTE to IDLE - Next check-in: [07/04] 14:33 Applies to: CF-NPG
2016-07-04 14:07	AC EN ROUTE	landing staging shutting down Applies to: 2P13, CG-VHB
2016-07-04 14:07	AC IDLE	Changed status from EN ROUTE to IDLE - Next check-in: [07/04] 14:37 Applies to: 2P13, CG-VHB
2016-07-04 14:08	AC IDLE	per ops have 2p13 landline FC whenever has chance - will call in shortly Applies to: 2P13, CG-VHB
2016-07-04 14:09	KS IDLE	not shutting down--dropping px off-- now heading to boundry bay-- next checkin 30 or landing Applies to: 2P13, CG-VHB
2016-07-04 14:09	KS EN ROUTE	Changed status from IDLE to EN ROUTE - Next check-in: [07/04] 14:39 Applies to: 2P13, CG-VHB
2016-07-04 14:09	KS EN ROUTE	Disembarked 2P13 from CG-VHB Applies to: 2P13, CG-VHB
2016-07-04 14:09	KS ON SCENE	Added 2P13 to 2P13 Check ins(Incident V10173) Applies to: 2P13, Incident V10173
2016-07-04 14:09	KS ON SCENE	Changed status from EN ROUTE to ON SCENE Applies to: 2P13
2016-07-04 14:10	KP EN ROUTE	30 min eta to 173 -- nci onsite Applies to: Coast Alpha, Coast Alpha 1, Coast Alpha 2, Coast Alpha 3
2016-07-04 14:10	KP EN ROUTE	Next check-in: [07/04] 16:10 Applies to: Coast Alpha, Coast Alpha 1, Coast Alpha 2, Coast Alpha 3
2016-07-04 14:14	AC OFF DUTY	per 2p2 - Mike Sidow and 2p52 will be going to V10173 as FOC - they have been given information regarding the fire - Delta FD FOC staff member Drake Braslins s.22 - leaving at some point July 4 Applies to: 2P52
2016-07-04 14:14	AC ASSIGNED	Assigned to activity Applies to: 2P52
2016-07-04 14:14	AC PENDING	Changed status from OFF DUTY to PENDING - Next check-in cleared Applies to: 2P52
2016-07-04 14:15	KS EN ROUTE	landed shutting down for fuel- next checkin lifting Applies to: CG-VHB
2016-07-04 14:15	KS IDLE	Changed status from EN ROUTE to IDLE - Next check-in: [07/04] 14:45 Applies to: CG-VHB
2016-07-04 14:22	KS ON SCENE	s.22 : changed resource: GV1 A(GV Alpha) Applies to: GV Alpha
2016-07-04 14:23	KS ASSIGNED	Assigned to activity Applies to: GV1 B
2016-07-04 14:23	KS ON SCENE	Added GV1 B to GV1 Crew Applies to: GV1 B, GV1 Crew
2016-07-04 14:23	KS ON SCENE	Changed status from OFF DUTY to ON SCENE Applies to: GV1 B
2016-07-04 14:26	AC ASSIGNED	Assigned to activity Applies to: 5P3M
2016-07-04 14:26	AC PENDING	Changed status from OFF DUTY to PENDING - Next check-in cleared Applies to: 5P3M

Date	Status	Message
2016-07-04 14:26	AC PENDING	per 2p2 - Mike Sidow and 2p52 will be going to V10173 as FOC - they have been given information regarding the fire - Delta FD FOC staff member Drake Braslins s.22 · leaving at some point July 4
Applies to: 5P3M		
2016-07-04 14:26	AC PENDING	<i>Sticky note added: 'July 4 - V10173 - FOC'.</i>
Applies to: 5P3M		
2016-07-04 14:26	AC PENDING	<i>Sticky note added: 'July 4 - V10173 - FOC'.</i>
Applies to: 2P52		
2016-07-04 14:27	KS ASSIGNED	<i>Assigned to activity</i>
Applies to: GV1 C		
2016-07-04 14:27	KS ON SCENE	<i>Added GV1 C to GV1 Crew</i>
Applies to: GV1 C, GV1 Crew		
2016-07-04 14:27	KS ON SCENE	<i>Changed status from OFF DUTY to ON SCENE</i>
Applies to: GV1 C		
2016-07-04 14:28	KS ASSIGNED	<i>Assigned to activity</i>
Applies to: GV2 A		
2016-07-04 14:28	KS ON SCENE	<i>Added GV2 A to GV1 Crew</i>
Applies to: GV1 Crew, GV2 A		
2016-07-04 14:28	KS ON SCENE	<i>Changed status from OFF DUTY to ON SCENE</i>
Applies to: GV2 A		
2016-07-04 14:29	KS IDLE	lifting boundry back to fire V10173--next checkin landing or 30
Applies to: CG-VHB		
2016-07-04 14:29	KS EN ROUTE	<i>Changed status from IDLE to EN ROUTE - Next check-in: [07/04] 14:59</i>
Applies to: CG-VHB		
2016-07-04 14:30	KS IDLE	<i>Next check-in: [07/04] 15:30</i>
Applies to: CF-TVL		
2016-07-04 14:32	KS ASSIGNED	<i>Assigned to activity</i>
Applies to: GV2 B		
2016-07-04 14:32	KS ON SCENE	<i>Added GV2 B to GV1 Crew</i>
Applies to: GV1 Crew, GV2 B		
2016-07-04 14:32	KS ON SCENE	<i>Changed status from OFF DUTY to ON SCENE</i>
Applies to: GV2 B		
2016-07-04 14:33	TE IDLE	s/i
Applies to: CF-NPG		
2016-07-04 14:33	TE IDLE	<i>Next check-in: [07/04] 15:03</i>
Applies to: CF-NPG		
2016-07-04 14:34	KS ASSIGNED	<i>Assigned to activity</i>
Applies to: GV2 C		
2016-07-04 14:34	KS ON SCENE	<i>Added GV2 C to GV1 Crew</i>
Applies to: GV1 Crew, GV2 C		
2016-07-04 14:34	KS ON SCENE	<i>Changed status from OFF DUTY to ON SCENE</i>
Applies to: GV2 C		
2016-07-04 14:34	TE EN ROUTE	long final for staging // nci lifting // shutting down
Applies to: CG-VHB		
2016-07-04 14:34	TE IDLE	<i>Changed status from EN ROUTE to IDLE - Next check-in: [07/04] 15:04</i>
Applies to: CG-VHB		
2016-07-04 14:34	KS ASSIGNED	<i>Assigned to activity</i>
Applies to: GV3 A		
2016-07-04 14:34	KS ON SCENE	<i>Added GV3 A to GV1 Crew</i>
Applies to: GV1 Crew, GV3 A		

Date	Status	Message
2016-07-04 14:34	KS ON SCENE	Changed status from OFF DUTY to ON SCENE <i>Applies to: GV3 A</i>
2016-07-04 14:35	KS ASSIGNED	Assigned to activity <i>Applies to: GV 6</i>
2016-07-04 14:35	KS ON SCENE	Added GV 6 to GV1 Crew <i>Applies to: GV 6, GV1 Crew</i>
2016-07-04 14:35	KS ON SCENE	Changed status from OFF DUTY to ON SCENE <i>Applies to: GV 6</i>
2016-07-04 14:39	KS ON SCENE	confirmed with Metro 16-- 10 GVRD Watershed crew on site at 13 GVRD Parks crew on site (no callsign) <i>Applies to: GV 6, GV Alpha, GV1 B, GV1 C, GV1 Crew, GV2 A, GV2 B, GV2 C, GV3 A, GV5, Incident V10173, WP1</i>
2016-07-04 14:46	TE ON SCENE	resource req 1.5 hose 100ft length 70 lengths -- 5/8 econo 50 ft - 3 boxes (150 lengths) -- water thieves x 50 -- 24/1 5 g fuel mix for pumps x 12 -- 5/8 nozzels x20 -- mark 3 complete x 2 // nci 1615 <i>Applies to: 2P13, 2P80, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C, Fraser C1, Fraser C2, Fraser C3, Fraser C4, Fraser C5, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC (Cultus Lake), GV 6, GV Alpha, GV1 B, GV1 C, GV1 Crew, GV2 A, GV2 B, GV2 C, GV3 A, GV5, Incident V10173, Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC (Mt. Currie), WP1</i>
2016-07-04 14:47	KS ON SCENE	<i>Sticky note changed from: 'July 4: V10173 - 23 total. 2 Metro, 8 watershed crew and 13 parks crew. See pink note for details' to: 'July 4: V10173 - 23 total. 10 GVRD Watershed crew + 13 GVRD Parks crew. See pink note for details'.</i> <i>Applies to: GV1 Crew</i>
2016-07-04 14:48	TE ON SCENE	ops aware <i>Applies to: 2P13, 2P80, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C, Fraser C1, Fraser C2, Fraser C3, Fraser C4, Fraser C5, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC (Cultus Lake), GV 6, GV Alpha, GV1 B, GV1 C, GV1 Crew, GV2 A, GV2 B, GV2 C, GV3 A, GV5, Incident V10173, Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC (Mt. Currie), WP1</i>
2016-07-04 14:49	TE ON SCENE	ops update: size 78HA // part is in industrial area // 40% wet lined and 30% contained suggesting aviation 1 medium and 1 intermediate for July 5 at 0800 <i>Applies to: 2P13, 2P80, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C, Fraser C1, Fraser C2, Fraser C3, Fraser C4, Fraser C5, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC (Cultus Lake), GV 6, GV Alpha, GV1 B, GV1 C, GV1 Crew, GV2 A, GV2 B, GV2 C, GV3 A, GV5, Incident V10173, Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC (Mt. Currie), WP1</i>
2016-07-04 14:57	TE ON SCENE	SPOT rec'd - 2P13 and 2P80 aware no need to read as per ops <i>Applies to: 2P13, 2P80, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C, Fraser C1, Fraser C2, Fraser C3, Fraser C4, Fraser C5, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC (Cultus Lake), GV 6, GV Alpha, GV1 B, GV1 C, GV1 Crew, GV2 A, GV2 B, GV2 C, GV3 A, GV5, Incident V10173, Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC (Mt. Currie), WP1</i>
2016-07-04 14:59	TE IDLE	lifting for burns bog with bx // pilot change to s.22 <i>Applies to: CF-TVL</i>
2016-07-04 14:59	TE ON SCENE	Changed status from IDLE to ON SCENE - Next check-in: [07/04] 15:29 <i>Applies to: CF-TVL</i>
2016-07-04 15:01	TE ON SCENE	<i>Sticky note changed from: 'July 4 - V10173 - Pilot.s.22 - DUTY DAY: 0800-2000 (Pilot may be replaced in PM by s.22 to: 'July 4 - V10173 - Pilot:s.22 // Duty Day start for PM Pilot: 1500'.</i> <i>Applies to: CF-TVL</i>
2016-07-04 15:02	EC PENDING	off PR heading to burns bog but will get to north van by 2100 <i>Applies to: 2P52</i>

Date	Status	Message
2016-07-04 15:02	EC EN ROUTE	Changed status from PENDING to EN ROUTE - Next check-in: [07/04] 21:00 Applies to: 2P52
2016-07-04 15:03	EC IDLE	idle Applies to: CF-NPG
2016-07-04 15:03	EC IDLE	Next check-in: [07/04] 15:33 Applies to: CF-NPG
2016-07-04 15:04	TE IDLE	s/i Applies to: CG-VHB
2016-07-04 15:04	TE IDLE	Next check-in: [07/04] 15:34 Applies to: CG-VHB
2016-07-04 15:08	EC EN ROUTE	dropped off 2p13 vehicle at the fire and heading back to hope now - going to do some arrands - nci 1700 Applies to: Coast Alpha, Coast Alpha 1, Coast Alpha 2, Coast Alpha 3
2016-07-04 15:08	EC EN ROUTE	Next check-in: [07/04] 17:00 Applies to: Coast Alpha, Coast Alpha 1, Coast Alpha 2, Coast Alpha 3
2016-07-04 15:09	EC RETURNING	Changed status from EN ROUTE to RETURNING - Next check-in: [07/04] 17:09 Applies to: Coast Alpha, Coast Alpha 1, Coast Alpha 2, Coast Alpha 3
2016-07-04 15:09	EC RETURNING	Next check-in: [07/04] 17:00 Applies to: Coast Alpha, Coast Alpha 1, Coast Alpha 2, Coast Alpha 3
2016-07-04 15:16	EC RETURNING	calling cell - on his way to ferry - will be 30min back from - nci 2030 - can use personal email and can use gov phone at the hotel when has wifi Applies to: 2P63
2016-07-04 15:16	EC ASSIGNED	Assigned to activity Applies to: 2P63
2016-07-04 15:16	EC EN ROUTE	Changed status from RETURNING to EN ROUTE - Next check-in: [07/04] 20:30 Applies to: 2P63
2016-07-04 15:19	TE ON SCENE	as per rwco can update size Applies to: 2P13, 2P80, Coast Golf, Coast Golf 1, Coast Golf 2, Coast Golf 4, Fraser 1, Fraser A, Fraser A1, Fraser A2, Fraser A3, Fraser A4, Fraser A5, Fraser B, Fraser B1, Fraser B2, Fraser B3, Fraser B4, Fraser C, Fraser C1, Fraser C2, Fraser C3, Fraser C4, Fraser C5, Fraser D, Fraser D1, Fraser D2, Fraser D3, Fraser D4, Fraser D5, Fraser UC (Cultus Lake), GV 6, GV Alpha, GV1 B, GV1 C, GV1 Crew, GV2 A, GV2 B, GV2 C, GV3 A, GV5, Incident V10173, Salish 1, Salish A, Salish A1, Salish A2, Salish A3, Salish A4, Salish A5, Salish B, Salish B1, Salish B2, Salish B3, Salish B4, Salish B5, Salish C, Salish C1, Salish C2, Salish C3, Salish C4, Salish C5, Salish D, Salish D1, Salish D2, Salish D3, Salish D4, Salish UC (Mt. Currie), WP1
2016-07-04 15:26	TE ON SCENE	ops normal bx on fire // nci 30 Applies to: CF-TVL
2016-07-04 15:26	TE ON SCENE	Next check-in: [07/04] 15:56 Applies to: CF-TVL
2016-07-04 15:33	TE IDLE	s/i Applies to: CF-NPG
2016-07-04 15:33	TE IDLE	Next check-in: [07/04] 16:03 Applies to: CF-NPG
2016-07-04 15:34	TE IDLE	Next check-in: [07/04] 17:30 Applies to: CF-NPG
2016-07-04 15:35	TE IDLE	s/i Applies to: CG-VHB
2016-07-04 15:35	TE IDLE	Next check-in: [07/04] 16:05 Applies to: CG-VHB
Reporting data refreshed 2016-07-04 15:37		

Site: CHMJ Tx
 User: admin
 Permission: System
 Version: 3.0.0.28



[Channels](#)[Macros](#)[Alarms \(60\)](#)[Events](#)[System](#)[Log Off](#)

[Clear all alarms](#)

Alarms

Date/Time	Duration	Severity	Priority	Type	Message	Time Cleared
07/28/2016 16:41:53	0:01:30	Warning	100	Status Alarm	Hydro Fail	Clear
07/25/2016 14:02:27		Critical	100	Status Alarm	50KW Tx Off	Clear
07/25/2016 12:29:29	3 days 4:24:17	Warning	100	Status Alarm	Generator Running	Clear
07/04/2016 09:45:52	0:00:20	Warning	100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 09:44:44	0:00:08	Warning	100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 09:42:28	0:01:11	Warning	100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 09:38:42	0:00:15	Warning	100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 09:36:02	0:00:12	Warning	100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 09:29:41	0:00:22	Warning	100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 09:27:23	0:01:10	Warning	100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 09:25:40	0:00:24	Warning	100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 09:22:22	0:02:01	Warning	100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 09:20:20	0:01:06	Warning	100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 09:15:37	0:03:06	Warning	100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 09:13:42	0:01:24	Warning	100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 09:11:17	0:01:29	Warning	100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 09:05:58	0:04:45	Warning	100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 09:00:01	0:05:30	Warning	100	Status Alarm	Comrex STL Sel	Clear

07/04/2016 08:55:45	0:02:55	Warning 100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 08:50:11	0:00:11	Warning 100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 08:47:48	0:01:25	Warning 100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 08:44:46	0:02:15	Warning 100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 08:33:08	0:07:25	Warning 100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 08:19:55	0:12:44	Warning 100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 08:13:57	0:05:25	Warning 100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 08:09:44	0:03:32	Warning 100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 07:50:55	0:18:21	Warning 100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 07:37:36	0:12:51	Warning 100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 07:31:29	0:05:04	Warning 100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 07:17:11	0:10:33	Warning 100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 07:13:35	0:03:07	Warning 100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 07:11:44	0:00:12	Warning 100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 06:59:02	0:00:53	Warning 100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 06:56:32	0:00:15	Warning 100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 06:47:35	0:02:43	Warning 100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 06:45:37	0:01:26	Warning 100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 06:44:04	0:00:08	Warning 100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 06:39:39	0:03:39	Warning 100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 06:32:39	0:03:51	Warning 100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 06:09:58	0:22:13	Warning 100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 06:07:22	0:01:28	Warning 100	Status Alarm	Comrex STL Sel	Clear
07/04/2016 06:03:52	0:01:11	Warning 100	Status Alarm	Comrex STL Sel	Clear

07/04/2016 06:02:27	0:00:54	Warning 100	Status Alarm	Comrex STL Sel	Clear	
07/04/2016 05:48:14	0:12:56	Warning 100	Status Alarm	Comrex STL Sel	Clear	
07/04/2016 05:45:16	0:01:37	Warning 100	Status Alarm	Comrex STL Sel	Clear	
07/04/2016 05:43:23	0:01:26	Warning 100	Status Alarm	Comrex STL Sel	Clear	
07/04/2016 03:20:43	0:00:32	Warning 100	Status Alarm	Comrex STL Sel	Clear	
07/04/2016 03:15:21	0:00:49	Warning 100	Status Alarm	Comrex STL Sel	Clear	
07/04/2016 03:08:43	0:04:16	Warning 100	Status Alarm	Comrex STL Sel	Clear	
07/04/2016 03:06:28	0:01:47	Warning 100	Status Alarm	Comrex STL Sel	Clear	
07/04/2016 03:04:48	0:00:12	Warning 100	Status Alarm	Comrex STL Sel	Clear	
07/04/2016 02:46:21	0:00:13	Warning 100	Status Alarm	Comrex STL Sel	Clear	
07/04/2016 02:44:18	0:01:02	Warning 100	Status Alarm	Comrex STL Sel	Clear	
07/04/2016 02:34:15	0:09:20	Warning 100	Status Alarm	Comrex STL Sel	Clear	
07/03/2016 14:30:57	1 day 19:49:39	Warning 100	Status Alarm	Generator Running	Clear	
07/03/2016 14:30:53	25 days 2:12:30	Warning 100	Status Alarm	Hydro Fail	<div>DAY OF IGNITION TIME OF IGNITION = 1115 HOURS</div>	
07/03/2016 14:07:36	0:04:21	Warning 100	Status Alarm	Comrex STL Sel		Clear
07/03/2016 14:05:51	0:01:16	Warning 100	Status Alarm	Comrex STL Sel	Clear	
07/03/2016 13:57:18	0:08:02	Warning 100	Status Alarm	Comrex STL Sel	Clear	
07/03/2016 13:56:19	0:00:00	Warning 100	Status Alarm	Comrex STL Sel	Clear	
06/24/2016 14:13:47	0:00:01	Warning 100	Status Alarm	Hydro Fail	06/29/2016 21:28:46	Clear
06/24/2016 10:18:48	0:00:00	Warning 100	Status Alarm	Hydro Fail	06/29/2016 21:28:46	Clear
05/11/2016 15:29:01	0:19:02	Critical 100	Status Alarm	50KW Tx Off	05/19/2016 08:23:33	Clear
05/11/2016 00:29:38	0:00:02	Warning 100	Status Alarm	Comrex STL Sel	05/11/2016 01:07:21	Clear
05/11/2016 00:28:36	0:00:05	Warning 100	Status Alarm	Pattern Change Fail	05/11/2016 01:07:21	Clear
05/10/2016 23:24:32	0:00:01	Warning 100	Status Alarm	Pattern Change Fail	05/10/2016 23:50:39	Clear

05/10/2016 23:23:25	0:00:19	Warning 100	Status Alarm	Pattern Change Fail	05/10/2016 23:50:39	Cleared
05/10/2016 23:22:02	0:00:11	Warning 100	Status Alarm	Pattern Change Fail	05/10/2016 23:50:39	Cleared
05/10/2016 23:20:35	0:00:09	Warning 100	Status Alarm	Pattern Change Fail	05/10/2016 23:50:39	Cleared
05/10/2016 23:19:34	0:00:20	Warning 100	Status Alarm	Pattern Change Fail	05/10/2016 23:50:39	Cleared
05/09/2016 22:35:51	1 day 1:53:03	Critical 100	Status Alarm	50KW Tx Off	05/10/2016 23:50:39	Cleared
05/09/2016 10:19:03	4:23:30	Critical 100	Status Alarm	50KW Tx Off	05/09/2016 12:22:11	Cleared
05/02/2016 22:51:20	9:23:09	Critical 100	Status Alarm	50KW Tx Off	05/03/2016 08:18:29	Cleared
03/28/2016 07:31:43	9 days 0:28:21	Warning 100	Status Alarm	Pattern Change Fail	04/06/2016 08:25:54	Cleared
03/24/2016 18:01:03	0:00:42	Warning 100	Status Alarm	Generator Running	03/28/2016 07:25:11	Cleared
03/20/2016 07:31:34	7 days 23:45:45	Warning 100	Status Alarm	Pattern Change Fail	03/28/2016 07:25:20	Cleared
02/17/2016 10:05:12	0:00:00	Warning 100	Status Alarm	Hydro Fail	03/10/2016 08:26:04	Cleared
02/07/2016 18:41:23	0:00:00	Warning 100	Status Alarm	Hydro Fail	03/10/2016 08:26:04	Cleared
02/02/2016 13:38:06	0:14:54	Warning 100	Status Alarm	Generator Running	03/10/2016 08:26:04	Cleared
02/02/2016 13:38:03	0:04:49	Warning 100	Status Alarm	Hydro Fail	03/10/2016 08:26:04	Cleared
01/18/2016 08:03:16	0:00:00	Warning 100	Status Alarm	Hydro Fail	01/18/2016 10:49:12	Cleared
01/16/2016 15:49:41	0:10:39	Warning 100	Status Alarm	Generator Running	01/18/2016 10:49:05	Cleared
01/16/2016 15:49:37	0:00:37	Warning 100	Status Alarm	Hydro Fail	01/18/2016 10:48:49	Cleared
01/16/2016 09:02:52	0:00:01	Warning 100	Status Alarm	Hydro Fail	01/18/2016 10:48:37	Cleared
12/16/2015 11:42:17	0:21:59	Warning 100	Status Alarm	Generator Running	12/16/2015 12:00:49	Cleared
12/16/2015 11:42:13	0:11:56	Warning 100	Status Alarm	Hydro Fail	12/16/2015 12:00:49	Cleared
12/16/2015 11:12:21	0:00:03	Warning 100	Status Alarm	Comrex STL Sel	12/16/2015 12:00:49	Cleared
12/15/2015 09:10:13	0:00:00	Warning 100	Status Alarm	Hydro Fail	12/16/2015 12:00:49	Cleared
11/27/2015 11:20:29	0:00:00	Warning 100	Status Alarm	Hydro Fail	12/04/2015 08:30:14	Cleared
11/19/2015 19:53:10	0:03:36	Warning 100	Status Alarm	Generator Running	12/04/2015 08:30:14	Cleared

11/10/2015 11:14:40	0:00:00	Warning 100	Status Alarm	Hydro Fail	11/13/2015 11:35:03	Cleared
09/27/2015 23:38:28	15:32:21	Warning 100	Status Alarm	Comrex STL Sel	09/28/2015 15:11:38	Cleared
09/26/2015 12:11:29	2 days 2:59:20	Warning 100	Status Alarm	Comrex STL Sel	09/28/2015 15:11:38	Cleared
09/26/2015 01:54:56	0:00:02	Warning 100	Status Alarm	Comrex STL Sel	09/28/2015 15:11:38	Cleared
09/18/2015 14:54:12	7 days 0:05:04	Warning 100	Status Alarm	Comrex STL Sel	09/18/2015 15:30:48	Cleared
09/15/2015 16:07:40	2 days 22:30:00	Warning 100	Status Alarm	Comrex STL Sel	09/16/2015 15:21:53	Cleared
09/15/2015 11:05:23	5:02:13	Warning 100	Status Alarm	Comrex STL Sel	09/15/2015 13:21:08	Cleared
09/08/2015 13:44:43	2:50:59	Warning 100	Status Alarm	Generator Running	09/15/2015 11:00:13	Cleared
09/08/2015 13:44:41	2:40:50	Warning 100	Status Alarm	Hydro Fail	09/15/2015 11:00:13	Cleared
09/08/2015 05:39:08	0:00:01	Warning 100	Status Alarm	Hydro Fail	09/15/2015 11:00:13	Cleared
09/08/2015 04:14:03	0:00:01	Warning 100	Status Alarm	Hydro Fail	09/15/2015 11:00:13	Cleared
09/08/2015 01:54:00	0:00:01	Warning 100	Status Alarm	Hydro Fail	09/15/2015 11:00:13	Cleared
08/31/2015 04:20:46	0:00:01	Warning 100	Status Alarm	Hydro Fail	09/07/2015 08:14:02	Cleared
08/31/2015 04:18:13	0:00:01	Warning 100	Status Alarm	Hydro Fail	09/07/2015 08:14:02	Cleared
08/31/2015 03:56:36	0:00:00	Warning 100	Status Alarm	Hydro Fail	09/07/2015 08:14:02	Cleared
08/31/2015 03:50:57	0:00:01	Warning 100	Status Alarm	Hydro Fail	09/07/2015 08:14:02	Cleared
07/26/2015 09:23:50	0:16:55	Warning 100	Status Alarm	Generator Running	09/07/2015 08:14:02	Cleared
07/26/2015 09:23:47	0:06:45	Warning 100	Status Alarm	Hydro Fail	09/07/2015 08:14:02	Cleared
07/25/2015 17:42:49	0:19:44	Warning 100	Status Alarm	Generator Running	09/07/2015 08:14:02	Cleared
07/25/2015 17:42:47	0:09:32	Warning 100	Status Alarm	Hydro Fail	09/07/2015 08:14:02	Cleared
07/22/2015 17:25:58	18:00:05	Warning 100	Status Alarm	Comrex STL Sel	09/07/2015 08:14:02	Cleared
07/16/2015 06:28:57	6 days 10:45:27	Warning 100	Status Alarm	Comrex STL Sel	07/22/2015 17:13:13	Cleared
07/14/2015 16:54:46	0:08:03	Warning 100	Status Alarm	Generator Running	07/22/2015 17:13:13	Cleared
07/11/2015 19:09:28	2 days 21:56:26	Warning 100	Status Alarm	Comrex STL Sel	07/22/2015 17:13:13	Cleared

07/10/2015 15:36:39	1 day 2:42:57	Warning 100	Status Alarm	Comrex STL Sel	07/11/2015 18:20:21	Cleared
06/13/2015 16:31:58	4:08:55	Warning 100	Status Alarm	Comrex STL Sel	07/08/2015 16:04:42	Cleared
06/13/2015 02:18:58	0:00:02	Warning 100	Status Alarm	Comrex STL Sel	07/08/2015 16:04:42	Cleared
06/12/2015 11:55:59	0:03:36	Warning 100	Status Alarm	Generator Running	07/08/2015 16:04:42	Cleared
05/25/2015 10:23:37	0:02:46	Warning 100	Status Alarm	Generator Running	06/05/2015 15:40:44	Cleared
05/25/2015 10:23:29	0:00:00	Warning 100	Status Alarm	Hydro Fail	06/05/2015 15:40:44	Cleared
05/13/2015 13:54:00	0:00:02	Warning 100	Status Alarm	Hydro Fail	05/14/2015 10:48:15	Cleared
04/28/2015 21:55:01	0:19:42	Critical 100	Status Alarm	50KW Tx Off	04/28/2015 22:27:34	Cleared
04/28/2015 13:06:41	8:45:19	Critical 100	Status Alarm	50KW Tx Off	04/28/2015 16:36:47	Cleared
04/28/2015 13:06:00	1:46:18	Warning 100	Status Alarm	Generator Running	04/28/2015 16:36:46	Cleared
04/28/2015 13:05:56	1:36:18	Warning 100	Status Alarm	Hydro Fail	04/28/2015 16:36:45	Cleared
04/25/2015 18:14:11	0:10:32	Warning 100	Status Alarm	Generator Running	04/28/2015 16:36:45	Cleared
04/25/2015 18:14:08	0:00:31	Warning 100	Status Alarm	Hydro Fail	04/28/2015 16:36:44	Cleared
04/09/2015 11:46:04	0:24:28	Warning 100	Status Alarm	Generator Running	04/10/2015 12:50:57	Cleared
04/09/2015 11:46:01	0:14:26	Warning 100	Status Alarm	Hydro Fail	04/10/2015 12:50:57	Cleared
04/01/2015 08:17:29	0:00:00	Warning 100	Status Alarm	Hydro Fail	04/10/2015 12:50:57	Cleared
03/26/2015 14:57:57	0:15:49	Warning 100	Status Alarm	Generator Running	04/10/2015 12:50:57	Cleared
03/26/2015 14:57:54	0:05:44	Warning 100	Status Alarm	Hydro Fail	04/10/2015 12:50:57	Cleared
03/26/2015 14:54:00	0:00:01	Warning 100	Status Alarm	Comrex STL Sel	04/10/2015 12:50:57	Cleared
02/27/2015 15:39:27	0:32:23	Warning 100	Status Alarm	Comrex STL Sel	03/18/2015 11:01:05	Cleared
02/26/2015 10:58:56	0:15:16	Warning 100	Status Alarm	Generator Running	03/18/2015 11:01:05	Cleared
02/26/2015 10:58:53	0:05:15	Warning 100	Status Alarm	Hydro Fail	03/18/2015 11:01:05	Cleared
02/26/2015 10:33:20	0:00:01	Warning 100	Status Alarm	Comrex STL Sel	03/18/2015 11:01:05	Cleared
02/10/2015 11:32:16	3:22:50	Warning 100	Status Alarm	Comrex STL Sel	03/18/2015 11:01:05	Cleared

02/10/2015 09:18:09	0:00:01	Warning 100	Status Alarm	Comrex STL Sel	02/10/2015 09:18:37	Cleared
02/05/2015 16:03:48	0:00:00	Warning 100	Status Alarm	Hydro Fail	02/10/2015 09:18:37	Cleared
01/26/2015 11:26:32	0:00:00	Warning 100	Status Alarm	Hydro Fail	02/10/2015 09:18:37	Cleared
01/22/2015 12:45:33	0:00:02	Warning 100	Status Alarm	Comrex STL Sel	02/10/2015 09:18:37	Cleared
01/14/2015 14:07:08	0:05:43	Warning 100	Status Alarm	Generator Running	02/10/2015 09:18:37	Cleared
01/14/2015 14:00:17	0:00:06	Warning 100	Status Alarm	Comrex STL Sel	02/10/2015 09:18:37	Cleared
11/17/2014 12:13:54	0:22:26	Warning 100	Status Alarm	Generator Running	11/17/2014 12:37:10	Cleared
11/17/2014 12:13:52	0:12:23	Warning 100	Status Alarm	Hydro Fail	11/17/2014 12:37:10	Cleared
11/03/2014 12:20:25	0:21:51	Warning 100	Status Alarm	Generator Running	11/03/2014 12:37:19	Cleared
11/03/2014 12:20:22	0:11:49	Warning 100	Status Alarm	Hydro Fail	11/03/2014 12:37:19	Cleared
10/20/2014 12:28:19	0:22:58	Warning 100	Status Alarm	Generator Running	10/20/2014 12:51:44	Cleared
10/20/2014 12:28:16	0:12:54	Warning 100	Status Alarm	Hydro Fail	10/20/2014 12:51:44	Cleared
10/06/2014 12:35:14	0:19:06	Warning 100	Status Alarm	Generator Running	10/06/2014 12:53:48	Cleared
10/06/2014 12:35:12	0:09:00	Warning 100	Status Alarm	Hydro Fail	10/06/2014 12:53:48	Cleared
09/24/2014 12:42:36	0:23:50	Warning 100	Status Alarm	Generator Running	09/24/2014 13:15:44	Cleared
09/24/2014 12:42:33	0:13:46	Warning 100	Status Alarm	Hydro Fail	09/24/2014 13:15:44	Cleared
09/16/2014 04:50:36	2 days 9:16:00	Warning 100	Status Alarm	Pattern Change Fail	09/18/2014 17:30:13	Cleared
09/14/2014 07:57:42	4 days 6:08:54	Warning 100	Status Alarm	Pattern Change Fail	09/18/2014 17:30:13	Cleared
09/14/2014 07:57:23	6:22:49	Warning 100	Status Alarm	Generator Running	09/18/2014 17:30:13	Cleared
09/14/2014 07:57:20	6:12:43	Warning 100	Status Alarm	Hydro Fail	09/18/2014 17:30:13	Cleared
09/11/2014 12:25:44	0:24:38	Warning 100	Status Alarm	Generator Running	09/11/2014 13:03:46	Cleared
09/11/2014 12:25:41	0:14:25	Warning 100	Status Alarm	Hydro Fail	09/11/2014 13:03:46	Cleared
08/27/2014 12:37:04	0:25:00	Warning 100	Status Alarm	Generator Running	08/27/2014 13:01:45	Cleared
08/27/2014 12:37:02	0:14:48	Warning 100	Status Alarm	Hydro Fail	08/27/2014 13:01:45	Cleared

08/04/2014 12:55:57	0:00:54	Warning 100	Status Alarm	Generator Running	08/04/2014 23:20:35	Cleared
08/04/2014 12:43:09	0:10:13	Warning 100	Status Alarm	Generator Running	08/04/2014 12:55:18	Cleared
07/28/2014 13:23:03	0:00:38	Warning 100	Status Alarm	Comrex STL Sel	07/28/2014 21:12:18	Cleared
07/25/2014 17:56:23	2:57:41	Warning 100	Status Alarm	Generator Running	07/28/2014 12:43:06	Cleared
07/25/2014 17:56:20	2:47:29	Warning 100	Status Alarm	Hydro Fail	07/28/2014 12:43:06	Cleared
07/23/2014 21:07:08	7:05:35	Warning 100	Status Alarm	Hydro Fail	07/28/2014 12:43:06	Cleared
07/23/2014 21:06:13	7:16:44	Warning 100	Status Alarm	Generator Running	07/28/2014 12:43:06	Cleared
07/23/2014 21:06:09	0:00:28	Warning 100	Status Alarm	Hydro Fail	07/28/2014 12:43:06	Cleared
07/21/2014 12:16:44	0:25:19	Warning 100	Status Alarm	Generator Running	07/21/2014 12:38:41	Cleared
07/21/2014 12:16:41	0:15:09	Warning 100	Status Alarm	Hydro Fail	07/21/2014 12:38:55	Cleared
07/09/2014 09:17:24	0:00:00	Warning 100	Status Alarm	Hydro Fail	07/14/2014 12:51:53	Cleared
07/08/2014 15:05:08	0:01:35	Warning 100	Status Alarm	Generator Running	07/08/2014 15:26:15	Cleared
06/23/2014 13:13:10	0:23:33	Warning 100	Status Alarm	Generator Running	06/23/2014 13:27:17	Cleared
06/23/2014 13:13:07	0:13:28	Warning 100	Status Alarm	Hydro Fail	06/23/2014 13:27:17	Cleared
06/13/2014 04:00:08	0:10:36	Warning 100	Status Alarm	Generator Running	06/16/2014 12:56:22	Cleared
06/13/2014 04:00:05	0:00:31	Warning 100	Status Alarm	Hydro Fail	06/16/2014 12:56:22	Cleared
06/09/2014 12:25:09	0:19:43	Warning 100	Status Alarm	Generator Running	06/09/2014 12:42:20	Cleared
06/09/2014 12:25:05	0:09:39	Warning 100	Status Alarm	Hydro Fail	06/09/2014 12:42:20	Cleared
05/27/2014 09:40:36	0:29:08	Warning 100	Status Alarm	Generator Running	05/27/2014 10:07:34	Cleared
05/27/2014 09:40:33	0:19:02	Warning 100	Status Alarm	Hydro Fail	05/27/2014 10:07:34	Cleared
05/19/2014 13:17:57	0:00:05	Warning 100	Status Alarm	Generator Running	05/19/2014 13:23:59	Cleared
05/19/2014 13:17:52	0:00:00	Warning 100	Status Alarm	Hydro Fail	05/19/2014 13:24:07	Cleared
05/05/2014 12:06:34	0:22:28	Warning 100	Status Alarm	Generator Running	05/05/2014 12:31:47	Cleared
05/05/2014 12:06:31	0:12:24	Warning 100	Status Alarm	Hydro Fail	05/05/2014 12:31:56	Cleared

05/03/2014 20:12:54	0:00:02	Warning 100	Status Alarm	Comrex STL Sel	05/03/2014 22:08:16	Cleared
04/27/2014 02:36:46	0:00:01	Warning 100	Status Alarm	Comrex STL Sel	05/01/2014 14:31:55	Cleared
04/14/2014 13:05:17	0:17:39	Warning 100	Status Alarm	Generator Running	04/14/2014 13:34:04	Cleared
04/14/2014 13:05:14	0:07:39	Warning 100	Status Alarm	Hydro Fail	04/14/2014 13:34:04	Cleared
03/31/2014 12:26:27	0:26:48	Warning 100	Status Alarm	Generator Running	03/31/2014 12:58:44	Cleared
03/31/2014 12:26:24	0:16:49	Warning 100	Status Alarm	Hydro Fail	03/31/2014 12:58:44	Cleared
03/17/2014 12:37:32	0:20:03	Warning 100	Status Alarm	Generator Running	03/17/2014 12:57:59	Cleared
03/17/2014 12:37:29	0:10:05	Warning 100	Status Alarm	Hydro Fail	03/17/2014 12:57:59	Cleared
03/10/2014 12:39:31	0:00:11	Warning 100	Status Alarm	Generator Running	03/10/2014 12:50:00	Cleared
03/03/2014 13:02:48	0:00:00	Warning 100	Status Alarm	Hydro Fail	03/03/2014 13:26:25	Cleared
03/03/2014 12:52:36	0:20:19	Warning 100	Status Alarm	Generator Running	03/03/2014 13:26:38	Cleared
03/03/2014 12:52:33	0:10:10	Warning 100	Status Alarm	Hydro Fail	03/03/2014 13:26:48	Cleared
02/27/2014 14:25:37	0:00:09	Warning 100	Status Alarm	Comrex STL Sel	02/27/2014 14:47:37	Cleared
02/27/2014 05:58:29	0:00:01	Warning 100	Status Alarm	Hydro Fail	02/27/2014 14:47:37	Cleared
02/18/2014 10:08:52	0:00:01	Warning 100	Status Alarm	Hydro Fail	02/25/2014 12:27:46	Cleared
02/17/2014 12:13:52	0:26:44	Warning 100	Status Alarm	Generator Running	02/17/2014 12:43:59	Cleared
02/17/2014 12:13:48	0:16:35	Warning 100	Status Alarm	Hydro Fail	02/17/2014 12:44:06	Cleared
02/16/2014 18:23:45	0:00:00	Warning 100	Status Alarm	Hydro Fail	02/17/2014 12:44:06	Cleared
02/15/2014 23:53:02	0:00:00	Warning 100	Status Alarm	Hydro Fail	02/17/2014 12:44:06	Cleared
02/11/2014 13:34:57	0:00:00	Warning 100	Status Alarm	Hydro Fail	02/12/2014 16:37:22	Cleared
02/03/2014 11:53:26	0:14:02	Warning 100	Status Alarm	Generator Running	02/03/2014 12:51:04	Cleared
02/03/2014 11:53:24	0:04:02	Warning 100	Status Alarm	Hydro Fail	02/03/2014 12:51:04	Cleared
01/24/2014 12:52:00	0:00:00	Warning 100	Status Alarm	Hydro Fail	01/27/2014 13:07:14	Cleared
01/20/2014 12:16:16	0:35:08	Warning 100	Status Alarm	Generator Running	01/20/2014 12:42:05	Cleared

01/20/2014 12:16:13	0:25:08	Warning 100	Status Alarm	Hydro Fail	01/20/2014 12:42:05	Cleared
01/18/2014 12:49:40	0:00:00	Warning 100	Status Alarm	Hydro Fail	01/20/2014 12:42:05	Cleared
01/06/2014 11:57:20	0:20:17	Warning 100	Status Alarm	Generator Running	01/06/2014 12:21:51	Cleared
01/06/2014 11:57:18	0:10:12	Warning 100	Status Alarm	Hydro Fail	01/06/2014 12:21:51	Cleared
12/13/2013 13:22:43	0:42:46	Critical 100	Status Alarm	50KW Tx Off	12/13/2013 14:22:14	Cleared
12/13/2013 13:21:58	4:03:05	Warning 100	Status Alarm	Generator Running	12/13/2013 14:22:14	Cleared
12/13/2013 13:21:58	3:52:56	Warning 100	Status Alarm	Hydro Fail	12/13/2013 14:22:14	Cleared
12/13/2013 13:21:40	0:43:49	Critical 100	Status Alarm	50KW Tx Off	12/13/2013 14:22:14	Cleared
12/13/2013 13:03:03	0:10:38	Critical 100	Status Alarm	50KW Tx Off	12/13/2013 13:19:48	Cleared
12/13/2013 13:02:35	4:22:28	Warning 100	Status Alarm	Generator Running	12/13/2013 13:19:48	Cleared
12/13/2013 13:02:18	4:12:36	Warning 100	Status Alarm	Hydro Fail	12/13/2013 13:19:48	Cleared
12/13/2013 13:02:18	0:13:41	Warning 100	Status Alarm	Pattern Change Fail	12/13/2013 13:19:48	Cleared
12/13/2013 13:01:17	0:14:42	Warning 100	Status Alarm	Pattern Change Fail	12/13/2013 13:19:48	Cleared
12/13/2013 13:00:29	0:13:12	Critical 100	Status Alarm	50KW Tx Off	12/13/2013 13:19:48	Cleared
12/13/2013 13:00:18	0:00:03	Warning 100	Status Alarm	Pattern Change Fail	12/13/2013 13:19:48	Cleared
12/13/2013 12:57:29	0:00:12	Warning 100	Status Alarm	Pattern Change Fail	12/13/2013 13:19:48	Cleared
12/13/2013 12:56:47	4:28:16	Warning 100	Status Alarm	Generator Running	12/13/2013 13:19:48	Cleared
12/13/2013 12:36:15	4:48:48	Warning 100	Status Alarm	Generator Running	12/13/2013 13:19:48	Cleared
12/13/2013 12:34:54	4:50:09	Warning 100	Status Alarm	Generator Running	12/13/2013 13:19:48	Cleared
12/13/2013 12:26:14	0:47:27	Critical 100	Status Alarm	50KW Tx Off	12/13/2013 13:19:48	Cleared
12/13/2013 12:25:32	4:59:31	Warning 100	Status Alarm	Generator Running	12/13/2013 13:19:48	Cleared
12/13/2013 12:25:29	4:49:25	Warning 100	Status Alarm	Hydro Fail	12/13/2013 13:19:48	Cleared
12/09/2013 03:24:48	1 day 8:45:19	Warning 100	Status Alarm	Pattern Change Fail	12/11/2013 11:18:37	Cleared
12/08/2013 14:09:33	1 day 22:00:34	Warning 100	Status Alarm	Pattern Change Fail	12/11/2013 11:18:37	Cleared

12/08/2013 14:09:14	3:12:21	Warning 100	Status Alarm	Generator Running	12/10/2013 10:50:18	Cleared
12/08/2013 14:09:12	3:02:14	Warning 100	Status Alarm	Hydro Fail	12/10/2013 10:50:17	Cleared
12/05/2013 11:07:58	0:00:00	Warning 100	Status Alarm	Hydro Fail	12/05/2013 13:48:00	Cleared
12/02/2013 11:56:58	0:24:26	Warning 100	Status Alarm	Generator Running	12/02/2013 12:24:42	Cleared
12/02/2013 11:56:55	0:14:19	Warning 100	Status Alarm	Hydro Fail	12/02/2013 12:24:42	Cleared
11/17/2013 07:30:27	1:18:54	Warning 100	Status Alarm	Hydro Fail	11/17/2013 13:02:55	Cleared
11/17/2013 07:29:30	1:30:02	Warning 100	Status Alarm	Generator Running	11/17/2013 13:02:55	Cleared
11/17/2013 07:29:28	0:00:34	Warning 100	Status Alarm	Hydro Fail	11/17/2013 13:02:55	Cleared
10/17/2013 12:26:29	0:00:05	Warning 100	Status Alarm	Comrex STL Sel	10/18/2013 09:19:26	Cleared
10/09/2013 11:47:52	0:00:01	Warning 100	Status Alarm	Hydro Fail	10/09/2013 11:49:47	Cleared
09/28/2013 14:20:55	0:00:00	Warning 100	Status Alarm	Hydro Fail	09/28/2013 14:21:31	Cleared
09/28/2013 14:19:41	0:00:00	Warning 100	Status Alarm	Hydro Fail	09/28/2013 14:21:31	Cleared
09/28/2013 14:15:13	0:00:00	Warning 100	Status Alarm	Hydro Fail	09/28/2013 14:21:31	Cleared
09/14/2013 15:51:22	0:10:58	Warning 100	Status Alarm	Generator Running	09/14/2013 16:15:55	Cleared
09/14/2013 15:51:19	0:00:54	Warning 100	Status Alarm	Hydro Fail	09/14/2013 16:15:55	Cleared
09/14/2013 10:56:35	0:00:01	Warning 100	Status Alarm	Hydro Fail	09/14/2013 12:05:03	Cleared
09/09/2013 12:04:43	9:54:26	Warning 100	Status Alarm	Generator Running	09/09/2013 14:12:50	Cleared
09/09/2013 12:04:40	9:44:23	Warning 100	Status Alarm	Hydro Fail	09/09/2013 14:12:50	Cleared
08/26/2013 11:17:13	0:23:32	Warning 100	Status Alarm	Generator Running	08/26/2013 11:51:40	Cleared
08/26/2013 11:17:10	0:13:25	Warning 100	Status Alarm	Hydro Fail	08/26/2013 11:51:40	Cleared
08/19/2013 12:14:07	0:00:27	Warning 100	Status Alarm	Generator Running	08/19/2013 12:20:54	Cleared
08/19/2013 12:13:56	0:00:00	Warning 100	Status Alarm	Hydro Fail	08/19/2013 12:20:54	Cleared

All alarms shown.

© 2012 Burk Technology, Inc.

www.burk.com

support@burk.com

Clear



Fire Weather System

Bounded Days for UBC RESEARCH

From 2016/06/26 to 2016/07/03

[Guide to abbreviations](#)

Date	Status	Temp.	RH	Wind Dir.	Wind Sp.	Precip.	Grass Cure	FFMC	DMC	DC	ISI	BUI	FWI	Dgr. Cl.
2016/06/26	act	23.5	54	101	4	0.0	*	71.1	7	73	0.8	11	0.5	2
2016/06/27	act	26.2	46	161	4	0.0	*	85.0	11	81	2.6	16	3.6	2
2016/06/28	act	23.9	54	142	6	0.0	*	86.8	14	88	3.6	20	5.7	2
2016/06/29	act	23.1	53	168	7	0.0	*	87.3	17	96	4.1	23	7.2	2
2016/06/30	act	20.4	61	163	7	0.0	*	87.2	19	103	4.1	26	7.7	3
2016/07/01	act	18.1	64	188	5	0.0	*	86.5	20	110	3.4	28	6.7	2
2016/07/02	act	22.8	57	157	6	0.0	*	86.6	23	118	3.7	31	7.7	3
2016/07/03	act	19.5	43	142	8	0.0	*	88.1	26	125	5.0	34	10.6	3

Total of 8 records.

[Done](#)



Fire Weather System

All Hours for UBC RESEARCH

From 2016/07/07 08:00 PST to 2016/07/07 23:00 PST

[Guide to abbreviations](#)

Date	Temp.	Dew Point	RH	Wind Dir.	Wind Sp.	Precip.	FFMC	ISI	FWI
2016/07/07 23:00	14.2	14.2	100	4	0	0.8	5.0	0.0	0.0
2016/07/07 22:00	14.2	14.2	100	13	0	1.2	5.3	0.0	0.0
2016/07/07 21:00	14.2	14.2	100	34	2	2.2	5.9	0.0	0.0
2016/07/07 20:00	14.2	14.2	99	33	2	2.6	8.0	0.0	0.0
2016/07/07 19:00	14.5	14.5	98	63	2	1.0	13.5	0.0	0.0
2016/07/07 18:00	15.0	15.0	98	349	2	0.2	16.5	0.0	0.0
2016/07/07 17:00	15.2	15.2	97	337	2	0.0	16.9	0.0	0.0
2016/07/07 16:00	15.5	15.5	97	31	2	0.0	16.5	0.0	0.0
2016/07/07 15:00	15.5	15.5	97	348	2	0.2	16.2	0.0	0.0
2016/07/07 14:00	15.2	15.2	97	33	0	0.6	16.5	0.0	0.0
2016/07/07 13:00	14.9	13.9	95	160	2	1.4	18.5	0.0	0.0
2016/07/07 12:00	14.9	14.9	97	230	0	0.6	25.1	0.0	0.0
2016/07/07 11:00	14.5	14.5	96	18	0	1.6	28.6	0.0	0.0
2016/07/07 10:00	14.5	12.5	90	240	2	1.0	42.4	0.1	0.0
2016/07/07 09:00	14.2	13.2	92	146	0	0.8	53.8	0.2	0.2
2016/07/07 08:00	14.5	12.5	88	38	0	0.0	66.2	0.6	0.5

Total of 16 records.

[Done](#)

Page 204 to/à Page 232

Withheld pursuant to/removed as

s.21

6-07-09 1437 hrs
Mike S. 000

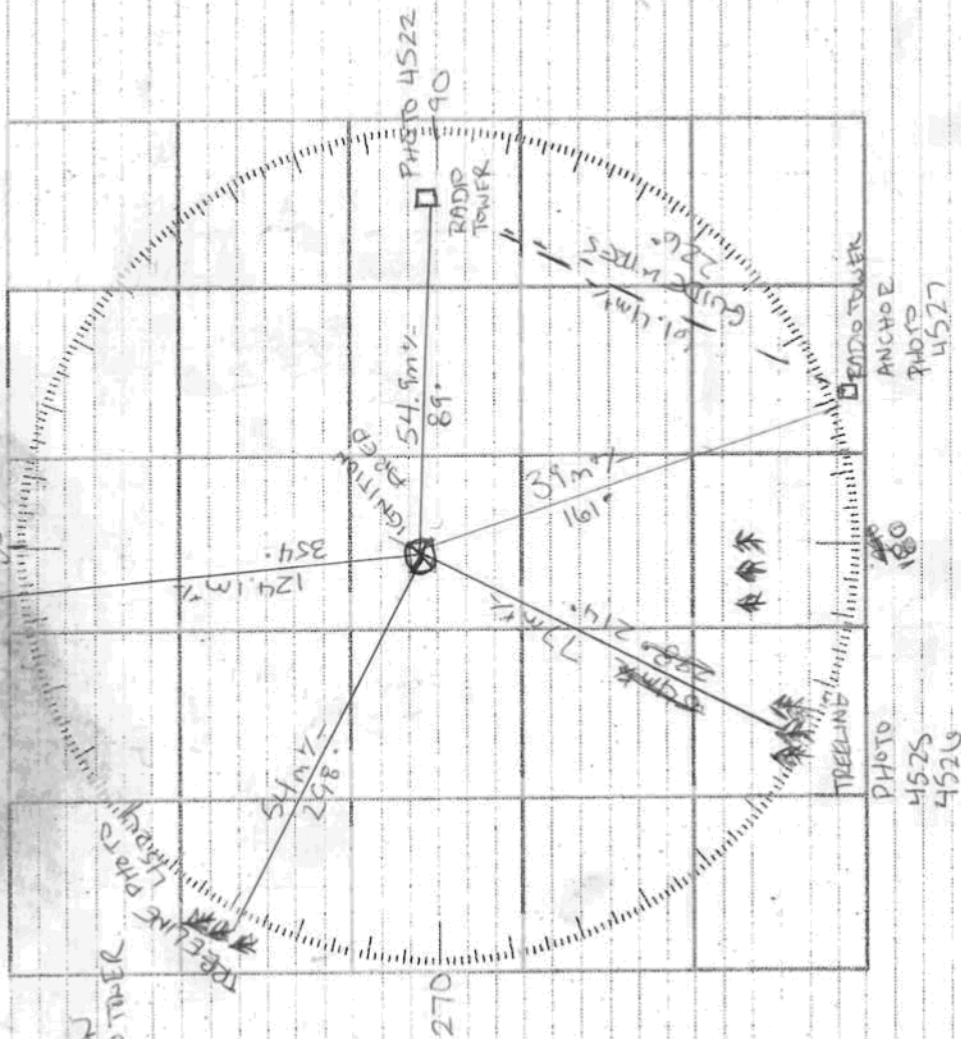
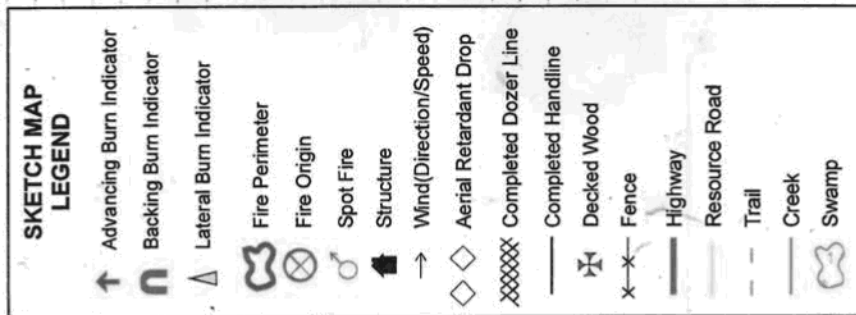
OVERVIEW MAP

79.2m LOCATION RADIO 4528 (FIREHOUSE)
TO RADIO TOWER

79.1m 4529

51.7m CLOSURE PT BTWN

120° FIRE HOSE - RADIO TOWER

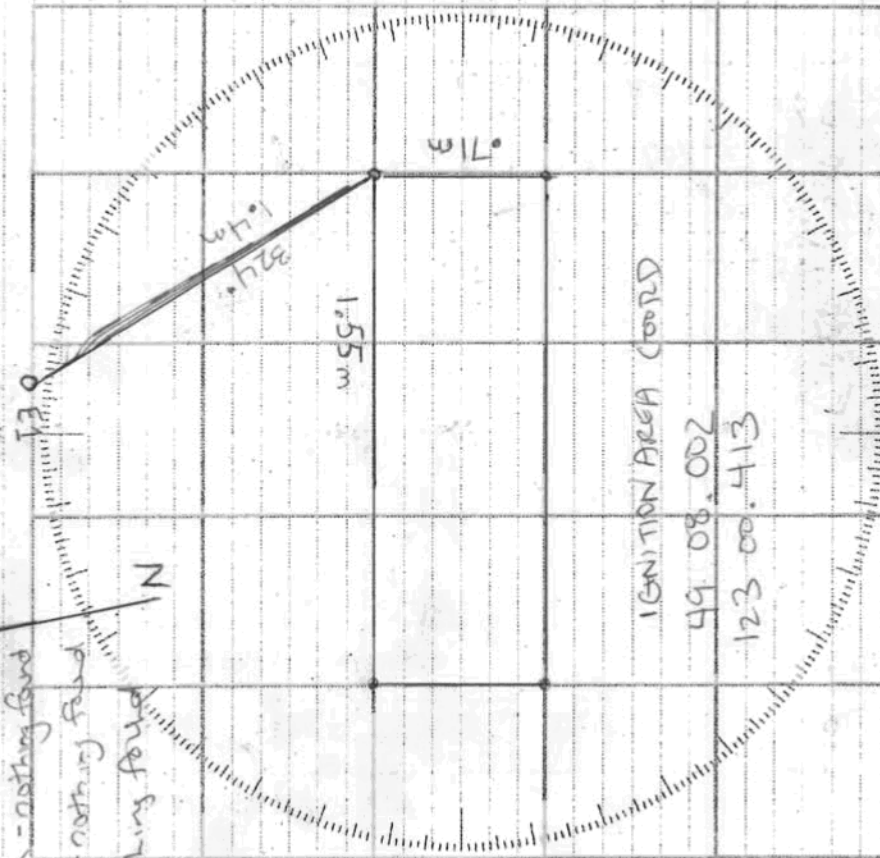


INCIDENT: V10173

GRID SEARCH MAP

MIKE SIDOW 16:07:06 14 Nov 99

1330 - Visual search - nothing found
1357 - Manual Search - nothing found
1407 - Soil sift
1430 - Search nothing found



SKETCH MAP
LEGEND

- ↑ Advancing Burn Indicator
- ⤵ Backing Burn Indicator
- △ Lateral Burn Indicator
- ⊗ Fire Perimeter
- ⊙ Fire Origin
- ⊙ Spot Fire
- ⬛ Structure
- Wind (Direction/Speed)
- ◇ Aerial Retardant Drop
- ⊞ Completed Dozer Line
- Completed Handline
- ⊞ Decked Wood
- ×-× Fence
- Highway
- Resource Road
- - - Trail
- Creek
- ⊞ Swamp



WILDFIRE ORIGIN & CAUSE DETERMINATION REPORT

APPENDIX OF TABS - V10173

TAB 1	EMAIL CHMJ Report ^{s.22}	Sept 26
TAB 2	MAP Fire Investigation	
TAB 3	MAP Land Status	
TAB 4	MAP Lightning Detection System	
TAB 5	MAP Nearest Power Line	
TAB 6	MAP Nearest Railway	
TAB 7	NOTES Field FORREST	July 4
TAB 8	NOTES Field Jerry HUNTER	July 3
TAB 9	NOTES Field SIDOW	Aug 5
TAB 10	NOTES Field SIDOW	July 4
TAB 11	NOTES Field SIDOW	Sept 26
TAB 12	NOTES FS 1406 Wildfire Origin and Cause Report Field Data Collection Form SIDOW FORREST	July 6
TAB 13	PHOTOGRAPH Annotated ^{s.22}	i Aug 9
TAB 14	PHOTOGRAPH Annotated ^{s.22}	July 5
TAB 15	PHOTOGRAPH Annotated WELTZIN	July 5
TAB 16	PHOTOGRAPH Contact Sheet Drake BRASLINS	Aug 9
TAB 17	PHOTOGRAPH Contact Sheet Fire Origin and Cause HUNTER	July 3
TAB 18	PHOTOGRAPH Contact Sheet Fire Origin and Cause SIDOW	July 5
TAB 19	PHOTOGRAPH Contact Sheet i Phone SIDOW	July 4
TAB 20	RECORD 14094 Ricemill Road Weather Station	
TAB 21	RECORD Activity Log	
TAB 22	RECORD CHMJ Tx - ARC Plus	
TAB 23	RECORD UBC Research Weather Station	
TAB 24	REPORT CHMJ 730 SPOP	2008
TAB 25	REPORT WesTower Inspection Report Tower	3 May 9
TAB 26	SKETCH Field Measurements SIDOW	July 6
TAB 27	SKETCH Grid Search Area SIDOW	July 6