

REPORT OF INVESTIGATION

OWL FIRE BURN ACCIDENT

INCIDENT #61-20954

October 28, 1980

**Orange, Riverside and
San Bernardino Counties**

ORIGINAL

Report compiled and prepared by:

**ERIC A. OLDAR
Forester I, C.D.F.
Region VI Headquarters**

SYNOPSIS

On the afternoon of October 28, 1980, while engaged in fire suppression activities on the Owl Fire, incident #61-20954, Heavy Fire Equipment Operators Phillip Robinette and Mike Boyle were overrun by the fire and received minor burns.

Both Equipment Operators at the time were following instructions given to them to work the fireline direct attempting to pickup a large slop over which had just occurred. In the course of their assignment they both received burns. HFEO Phillip Robinette from Riverside Ranger Unit received 1st and 2nd degree burns to his left arm. His dozer 6147 showed no apparent damage.

HFEO Mike Boyle from Orange County Fire Department received 1st and 2nd degree burns to his right arm. The Orange County dozer, #19, showed minor damage to the paint surface. Both operators received medical attention at a nearby Orange County Hospital.

DEPARTMENT OF FORESTRY

4 Mulberry Street
P.O. Box 1067
Riverside, CA 92502



January 13, 1981

Received by

JAN 16 1981

Director's Office
Department of Forestry

Chief Larry Holmes
Orange County Fire Department
180 South Water Street
P.O. Box 86
Orange, California 92666

Dear Chief Holmes:

We have recently reviewed the report of investigation covering an accident on the Owl Fire prepared by a member of our regional staff, Riverside Ranger Unit, and Orange County Fire Department representatives. You will recall three Heavy Equipment Operators were involved although only two of the operators received burn injuries.

Several areas of concern were raised by the report that are important enough to warrant attention and possible action by you. Following are what we believe to be the key points:

- A. The command organization was less than adequate during the period surrounding the burn incident.
- B. It appears that a breakdown in radio communication occurred between the CDF and Orange County Fire Department. The tactical net for the fire was state net. We feel the problem of the dozer units inability to communicate should be rectified.
- C. A critique of the fire should be considered with Chief Flake of the Riverside County Fire Department to:
 1. Insure communication problems are avoided to the best of our present capabilities.
 2. Insure that all fire personnel and equipment have proper safety gear and instructions in its use.
- D. It appears that organizational channels were circumvented, i.e., orders were given by line administrators not in command positions.


THE COPY

January 13, 1981

We would appreciate your cooperation in meeting with Chief Flake to work out a solution to the problems which contributed to this unfortunate situation.

Sincerely,

REX N. GRIGGS
Chief, Region VI
Southern California Region


By: Fred Cain
Assistant Chief
Southern California Region

Enclosure
FC:yl



Jan Newman
Fire Prevention Area Manager
Riverside County Fire Department/C.D.F.
23770 Sunnymead Boulevard
Sunnymead, CA 92388
Phone: (714) 653-3101

Tom Sullivan
Chief of Safety and Fire Training
Orange County Fire Department
180 South Water Street
P.O. Box 86
Orange, CA 92666
Phone: (714) 538-3551

As part of the burn team's investigation, the following information was compiled in order to fully document the circumstances surrounding the events which lead to the 1st and 2nd degree burns received by HFEO Phillip Robinette and Mike Boyle.

Following are the witness statements, summary and exhibits; i.e. photos, diagrams, and maps, which comprise the body of this investigation.

All additional support information can be found listed under the section labeled "Appendix".

All original taped interviews of the witness and/or victims are available for review upon request.

November 3, 1980
2:45 p.m.
Incident #61-20954
OWL FIRE

At approximately 2:45 p.m., November 3, 1980 I met with HFEO Phillip John Robinette, S.S. #566-88-5390. CDL #E061077 - Exp. date 1-2-84, regarding burns he received October 28, 1980 while operating a dozer on the Owl Fire, Inc. 61-20954.

The following is a summarization of this recorded interview.

HFEO Robinette stated that he had been dispatched to the fire at 6:00 a.m. on October 28, 1980 by the Perris Emergency Command Center. He was told to report to the command post at Featherly Park where he met up with the Rainbow Dozer and two rented dozers. He then left the command post and went to Yorba Park where they were met by the S&R Chief Bob Linn.

The S&R Chief sent the Rainbow dozer to start working the line. The other rented dozer had broken down enroute to the assignment. Robinette and his dozer were held to support the backfiring operation.

During the backfire they had one spotfire take off at about 10:00 a.m. they reported the fire to S&R and said he was going around to the top and start working toward the road on top. He then started working the fire direct, and turned it and held it away from the road. He continued working the fire until about 11:30 a.m. when he met up with a Orange County strike team of engines and two Orange County dozers, D6 and D4.

The Captain in the first engine told him if "you guys can widen the road we'll support you with the engines and backfire from the road".

The three dozers then started widening the road. It was decided by them that Robinette would be the lead dozer as the other operators were new

and had very little experience. The Engine strike team was firing out behind the dozers. He tried to stay parallel to the fire but the smoke kept getting thicker and thicker and the farther up the hill they went the stronger the wind blew. Then the fire jumped the line behind them and the main fire was spotting about $\frac{1}{4}$ mile ahead of itself. He turned and looked for the other dozers. The Orange County D6 was close behind him but he couldn't see the D4. At this time he realized that the situation was unsafe and he pulled into a small clearing where the grass was very sparse and only about 2" tall. He stopped the dozer and pulled his fire curtains. When the curtains were let down the wind, approximately 70 miles blew the left one in and up against the roof. He then took out his fire blanket and wrapped up in it.

While he was covered up with the blanket he heard the other dozer pull up beside him.

After the fire storm was over Boyle came over to Robinette's dozer and asked him if he was alright. Robinette replied that he had burned his arm. Boyle told him that he had burned his wrist and one arm. At this time they tried to make contact with other people on the fire using Region Net but were unable to make contact with anyone.

The radio net being used on the fire was state car to car, but the state dozers only have the three channel radio with HT. Net, Local Net, and Region Net. The Orange D6 only had Orange County Fire Net and the D4 had no radio making it impossible to talk to others on the fire.

They then turned the dozers around and went back to where the engine strike team was at for medical attention.

Robinette was using the following safety equipment. Full fire curtains both sides and rear, a fire shelter fastened to both sides of canopy, and a fire blanket in a canister above the operator.

He was wearing a Cal-Mel Helmet, yellow nomex shirt, and pants with green nomex uniform pants under them and fire craft gloves.

Robinette said that the Orange D6 had no fire curtains, only a fire blanket above the operator and the D4 had no safety equipment of any kind.

JAN A. NEWMAN
Fire Captain



DATE: Nov. 10, 1980

TO: Eric Odar - Region Office DEPT/DIST: _____

FROM: T. J. Sullivan - Battalion Chief/Training Officer

SUBJECT: Owl Fire - Burn Victim Investigation

The following is a synopsis of events on October 28, 1980 based on testimony by Michael Boyle and Darrell Rice, Captains of the Orange County Fire Department.

Beginning with Boyle's statement: Dozer 19, Dozer 3, and Dozer Service Unit were stationed at Station #32 with Task Force 71, Staging Area Manager was Captain Darrell Rice. The staging occurred approximately 1000 hours on the subject date. At approximately 1100 hours, radio traffic indicated that Task Force 1-5 Task Force Leader Chief Hazard, indicated need for dozers on his section of the fire. Captain Rice's statement indicates he contacted Chief Hazard on the air, advised him of the Task Force and dozers at staging area at Station #32. Chief Hazard then indicated that he would like to have them out where he was, in the area of Yorba Linda Blvd. and Domingo Ranch Road. Captain Rice in his statement stated that he attempted to contact I.C. to get clearance to assign the Task Force and Dozer team to that area. Someone on Control 4 came back with an affirmation that the Task Force and Dozer team should be dispatched as requested. At approximately 11:15, Task Force 71 and the two dozers and service rig were dispatched to that location. Enroute the dozers passed the street and had to turn around and go up the proper way. At this time, Task Force 71 moved out ahead and they were separated. Upon arrival in the area, Captain Boyle contacted Chief Hazard on the air requesting information as to whether or not they could bring the transports up into his area or should they leave them where they were at the end of the road. Chief Hazard advised them to leave the transports there and walk the dozers in. The dozers were unloaded at this time from the transports. Dozer 3 continued towards Chief Hazard's area while Dozer 19 cut a line around the transports as they were in an unburned area. Dozer 19 then continued up to Chief Hazard, dismounted and requested an update on what was to be done. The quote was "What's the scoop?"

Chief Hazard indicated that they were going to try to make a line and backfire out from it along the south west area of the fire in his area. He advised that they were not to take the dozers any place where a four-wheel drive couldn't go as he intended to support them with four-wheel drive vehicles, firing out as they went. Capt. Boyle, at that point, moved on to the area indicated and met with H.F.E.O. Robinette, California Department of Forestry, relayed instructions that he had received and Robinette indicated that he understood and that he had just cut a line behind them, basically from where they were going to go to, that would be able to be tied in. He also indicated that he had talked to a County Captain and the County Captain had indicated to him the same thing, that they were going to fire out as they cut the line.

After comparing instructions to a point, they decided that Robinette, being the more experienced operator, would take the lead and Boyle would follow. At this point Boyle was hoping that the D-4 dozer would not follow as it had no safety equipment and it was possible that they may get overrun. He stated that he and Robinette dropped their blades and took off cutting the line along the road, widening it out hoping that the D-4 would stop for instructions and they would be able to move out ahead of him to a point where he wouldn't follow. He was concerned

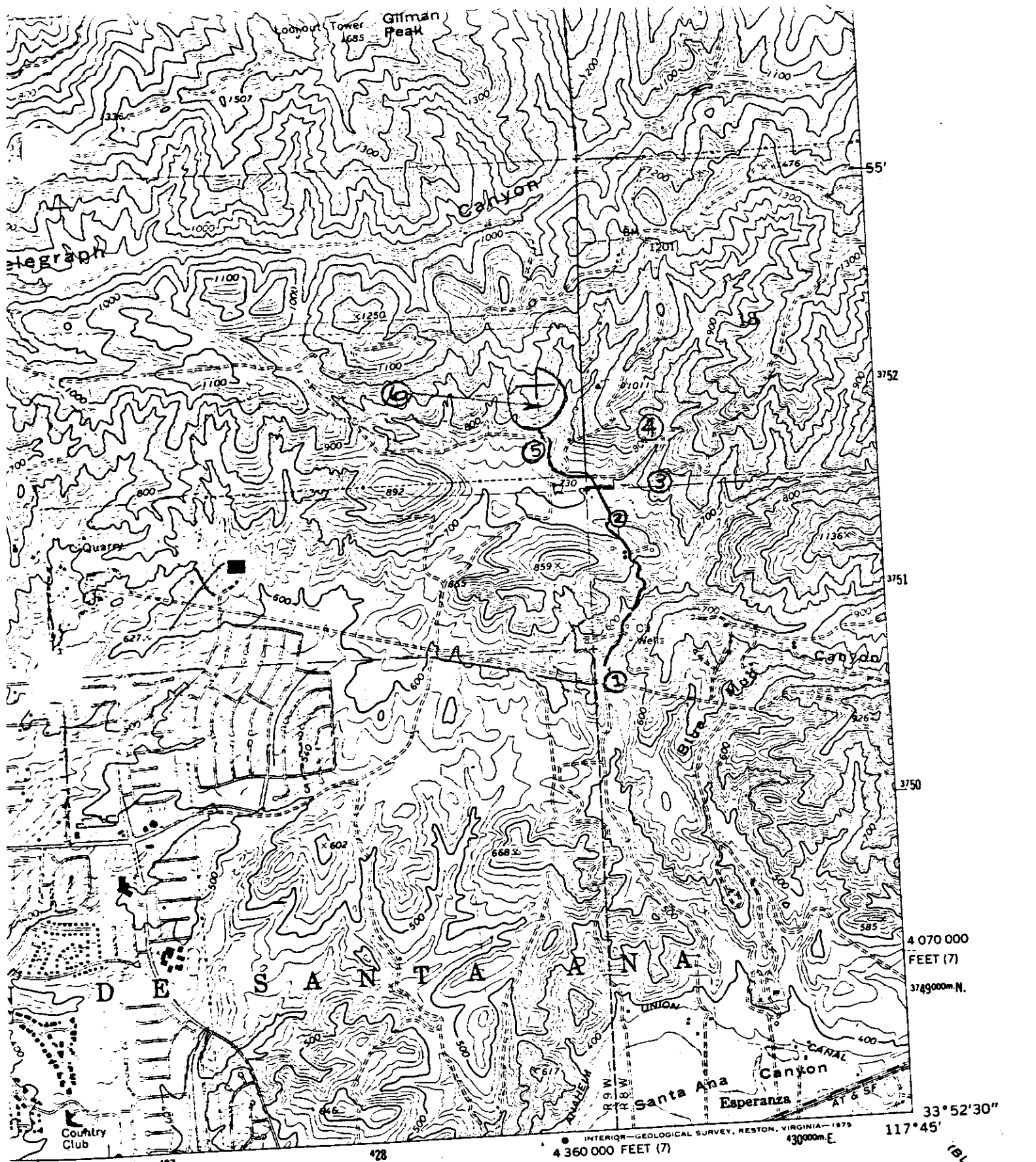
about the lack of safety equipment on the D-4 dozer. They did move starting to widen the road and Boyle looked behind him and noted that the D-4 was following at a distance. Unbeknowns to them, because of the heavy smoke laying down low on the ground and the light fuel, they actually left the road because they thought they had come to a wye in the road where it went off to the left (or west) when in fact the actual road did go off to the west and they were following car tracks that had been made in the grass and it looked like part of the road.

A number of things happened at this point, almost simultaneously. Capt. Boyle's air pump, pumping fresh filtered air to his helmet, began to malfunction and quickly quit working. He left the air pump hooked up thinking that the filter might filter some of the air because they were getting a great deal of smoke at that point. He also noted at this point, some fire whirls and eddies, the wind was doing some unnormal things at this point. Continuing on, his helmet began to fill up with smoke, so he switched over to bottled air which cleared up his helmet. He was trying to keep an equal distance between Robinette and the D-4 dozer, (Durham), in order not to let Durham be too far behind where he might get in trouble. The fire at that point, during the firing operation, jumped the line behind Durham. Boyle was at this time concerned and would have liked to abandon the line because he felt they were being overrun. However, he had no communication with either dozer because (1) Robinette had a State radio and Boyle had a County radio and the D-4 dozer had no radio. As the wind and fire had changed directions, wind picking up greatly in velocity, Boyle noted that Robinette had stopped in a somewhat clear area and it looked like he was having some sort of a problem. He had dropped his fire curtains and from what Boyle could observe, was pulling out his fire shelter. Boyle, being concerned that Robinette was in trouble, raised his blade and pulled up next to Robinette. It was at this time that the fire had jumped the line behind Boyle and he could no longer see Durham. He noted also, at this time, that Robinette had his fire shelter caught on his winch handle and he was kind of fighting it, trying to get it off. Boyle reached up to get his fire blanket and had difficulty getting it out of the container as it was packed rather small in a plastic bag. At this point, when the fire began to overrun them, Boyle had short gloves on with no gauntlets, he had nomex on over a short sleeve shirt and undershirt and he felt a great deal of heat on his arms while getting into his blanket. He got into his blanket, sitting on his seat, covered up and was able to see down on the floor of the dozer and noted that sheets of fire had roared over the floor of the dozer three times while he was in his shelter. He had set his dozer on high idle and couldn't hear it because the wind was so fierce and strong at this point in time. He thought it had died. When the fire had passed, he came out of his fire shelter, stepped over on Robinette's dozer, tapped him on the shoulder, advised him that the fire had passed and asked him how he was. Robinette indicated that he felt that he had burned his arm.

Boyle, at that time, indicated to him that he had gotten burned on both arms. They tried to get out on the air on both State and County radio and couldn't raise anybody. This could possibly have been due to the heavy traffic on the channels or possible interruption of air traffic due to heavy fire ozone in the fire smoke. They decided they weren't burned that bad, got back on the dozers, turned around to go back to where they started. They expected that they might find the D-4 dozer with Barthy Durham injured or dead. Fortunately they saw Durham, okay. He had taken shelter in a large cactus patch. The fire had gone right around him. He had received no burns. They returned to the area where Chief Hazard was, advised him of their burns and were transported from that point to medical aid.

T. J. Sullivan
Battalion Chief
Training Officer

TJS/eb



Y 2.1 MI. 47'30" 427
 X 8.7 MI.

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1975
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ROAD CLASSIFICATION

Heavy-duty	—————	Light-duty	—————
Medium-duty	—————	Unimproved dirt	-----

○ State Route

YORBA LINDA, CALIF.

BLACK STAR CT 2551 SW

9

October 30, 1980
1230 hours
Incident #61-20954
Owl Fire

At approximately 1230 hours on October 30, 1980, I met with Fire Captain/Heavy Fire Equipment Operator Bart Durham regarding his knowledge of the facts leading to the burns received by two dozer operators on the Owl Fire, Incident No. 61-20954.

The following is a summarization of this recorded interview

On the day of October 28th, HFEO Durham stated he had been dispatched to the fire at 0957 hours to standby at the Yorba Linda staging area by the Orange County Fire Department Command Center. Shortly after arriving, HFEO Durham was attached to strike team 7-1 along with the other county dozer. Strike team 7-1 received additional orders to move up into the area around the cross streets of Yorba Linda Blvd. and Domingues Canyon Road. Durham, arriving at the cross streets, unloaded his dozer and reported to Chief Alan Hazard in a large flat area ahead of the fire. Bart stated the wind speed was approximately 25-35 mph at this time.

Chief Hazard gave the two county dozer operators instructions to widen the existing dirt road. Hazard further went on to state that the operators had 10-15 minutes before the fire would be on them. HFEO Durham, along with the other dozers, began widening the dirt road as instructed by Chief Hazard. The vegetation in the area was grass 4-6" high with sparse brush.

"Shortly after starting, the fire blew up on us." "I took my D-4 cat, turned the blade towards the fire. I came out lucky--no burns--due to a well placed cactus patch. The fire left me no time to pull my safety blanket--in fact I didn't even think about it."

After the smoke cleared, he proceeded uphill to check on the condition of the other two dozers, ie: dozer 6147 and ORCO dozer #19. Both operators had received burns on their arm, that is Phillip Robinette and HFEO Mike Boyle. At this point, all three operators turned their dozers around and returned to the base of the hill for first aid treatment and transportation to a medical facility.

Eric Oldar
Forester I

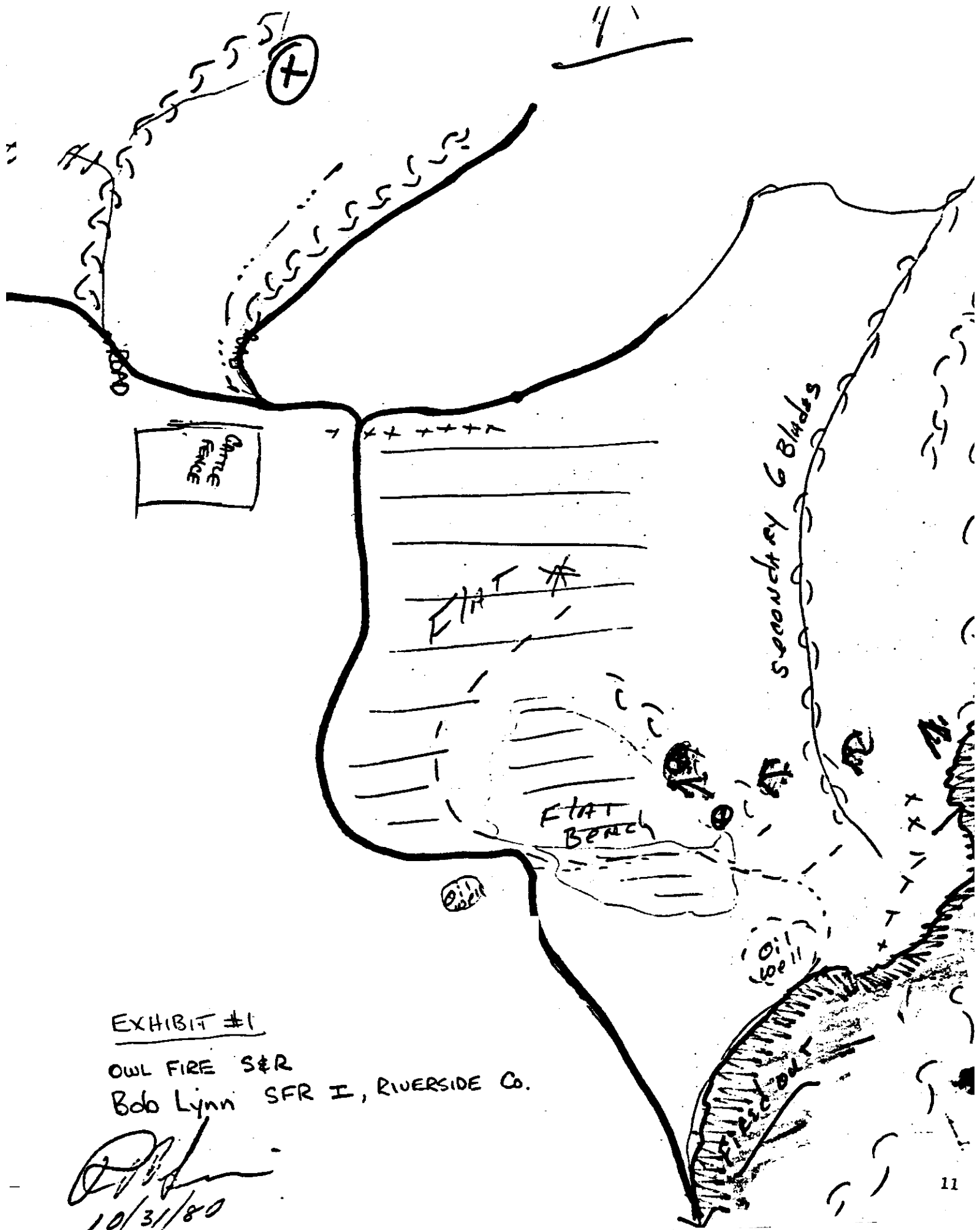


EXHIBIT #1

OWL FIRE S&R
Bob Lynn SFR I, RIVERSIDE Co.

[Signature]
10/31/80

October 30, 1980
2:30 p.m.
Inc. #61-20954
OWL FIRE

At approximately 2:30 p.m., October 30, 1980 I met with SFR-1 Jim Bliss regarding injured persons, Phillip Robinette HFEO, Riverside Ranger Unit and Mike Boyle, Orange County Fire Department.

The following is a summarization of this recorded interview.

Ranger Bliss stated that he was the Deputy Incident Commander and was assisting the suppression and Rescue Chief SFR-1 Bob Lynn on the southwest head of the fire. The winds were blowing approximately 25 to 35 m.p.h. The dozers were working on an old road trying to work around the fire. In the matter of about 5 seconds the wind increased from 25 m.p.h. to about 100 m.p.h. People were unable to stand up in the wind. Visability was zero.

The fuel in the area was grass 4 to 6" and the dozers were within 100 ft. of the road when the blow-up occurred. The blow-up lasted for about 10 to 15 minutes with the after effects being fire $\frac{1}{2}$ mile wide and 2 miles in length.

The burns consisted of first and second degree to hands and arms and possibly first degree to face and that they were being taken to a medic unit to be transferred to a hospital for care.

JAN A. NEWMAN
Fire Captain

October 30, 1980
1300 Hours
Incident #61-20954
OWL FIRE

At approximately 1:00 p.m., October 30, 1980, I met with Battalion Chief Alan Hazard regarding burn victims Phillip Robinette HFEO from Riverside Ranger Unit and Mike Boyle HFEO from Orange County Fire Department. The following is a summary from a taped interview with Alan Hazard.

Chief Hazard stated that he was assigned to the Owl Fire as Leader of Strike Team 1-5. Prior to the period when both equipment operators were burned, Chief Hazard and his strike team were assisting with and supporting a backfiring operation working with S&R Chief Bob Linn (SFR I Riverside County).

At the time of the firing operation the winds were approximately 30 miles per hour out of the East.

At approximately 1145 hours the fire situation took a rapid change for the worst. The winds began gusting up to 70 - 80 miles per hour. The fire jumped the 6 blade dozer line and began to progress very rapidly in a westerly direction. Right around this same period of time two Orange County Dozer Operators, Mike Boyle and Bart Durham, approached and asked Hazard for instructions. Hazard informed both operators that he wasn't the division boss and to just hang loose. After the verbal conversation between Hazard and the two dozer operators he lost track of them.

Within a short period following their conversation Hazard again was contacted by the operators and informed that 1 county dozer operator and 1 state dozer operator were burnt.

Chief Hazard made contact with Owl Fire Camp and requested a medic unit to a pre-determined location. The strike team engines administered first aid and Chief Hazard transported both to ORCO medic 126.

ERIC OLDAR
Forester I

SUMMARY

At approximately 0147 hours on October 28, 1980, the Riverside Ranger Unit ECC at Perris received a report of a vegetation fire located west of Highway 71 and north of Highway 91 in the area of the Owl Cement Plant. Perris dispatched an initial attack force consisting of five engines and Chief Jim Bliss (6114) as Incident Commander. At 0155 hours, Perris received additional equipment requests, specifically one requesting a dozer. Transport 6142 with dozer 6147, Phillip Robinette as the operator, responded to the above reported vegetation fire. At approximately 0200 hours I.C. Bliss placed additional equipment orders as well as some additional overhead. Chief Bob Linn, SFR I, responded to the incident and filled the position of S&R.

Throughout the early morning hours the above ordering pattern continued as the Owl fire gained in size and momentum due to moderate temperature, low humidity and strong northeast winds.

By early dawn the fire had grown to a significant size of approximately 5000 acres and rapidly moving west towards the community of Yorba Linda in Orange County.

While Riverside County continued to battle the raging Owl fire, Orange County Fire Department had set into motion a plan to provide adequate equipment and manpower for the structures bordering the wildland/urban interface in Yorba Linda. As part of the moveup operation; Orange County Fire Department dozer #19, (a Cat D6 with operator Mike Boyle) and dozer #3, (a Cat D4 with operator Bart Durham) having been staged at Orange County Headquarters, were both dispatched at 0957 hours to Orange County Fire Station #32 for further staging. At fire Station #32 the two dozers attached themselves to strike team 7-1 with the following engines: 8671, 8603, 8502, 7110, 7303, and 9206.

At approximately 1115 hours strike team 7-1 and the two Orange County

dozers were told to report to the vicinity of Yorba Linda Boulevard and Domingues Canyon Road for a line assignment. Enroute strike team 7-1 and the two dozers became separated. When the two dozers arrived at Yorba Linda and Domingues (approximately 1130 hours) they overheard Chief Hazard, strike team leader on 1-5 on Orange County tac 2 (radio net) and asked for instructions. Chief Hazard gave them instructions to unload their dozers at the mouth of the canyon and walk the cats up the canyon following the dirt road. Around 1145 hours the two Orange Cats met up with 15 engines (3 strike teams) involved in backfiring operations on the southwest corner of the firehead.

HFE0 Boyle and Durham, off the Orange Cats, met with Chief Hazard to get working instructions and their specific assignment.

Prior to the meeting, the three strike teams under the direction of S&R Bob Linn had just completed a backfire operation from the mouth of Domingues Canyon and a completed 6 blade wide dozer line (reference Exhibits Section Map #1). At approximately 1130 hours a strong gust of wind from the east spotted the fire across the 6 blade secondary dozer line as shown by Map #2. The smoke became very heavy and reduced visibility to about 15 feet. Chief Bob Linn gave instructions to dozer operator Phillip Robinette on dozer 6147, who had been working the south and western edge of the fire all morning, to attempt to pickup the slop over with assistance from the 3 strike teams of engines. Chief Linn made radio contact with a copter in the area, to have it land so that he might gain a view of the fire from the air. Chief Linn was airborne at approximately 1145 hours.

In the meantime, HFE0 Boyle and Bart Durham spotted Riverside dozer 6147 with operator Phillip Robinette coming towards them from the east building line (reference Map #3).

At this point there arises a conflict in witness statements as to what specifically was said between Chief Alan Hazard and the two ORCO dozer operators, Boyle and Durham. Though Chief Hazard had a discussion with Boyle and Durham regarding their assignment Hazard apparently did not consider their conversation as a work assignment.

The conversation that occurred apparently involved Chief Hazard telling Boyle and Durham that they (the firing operation strike team) intended to make a stand at their present location and hold the fire spread. According to Boyle and Durham Chief Hazard instructed the dozer operators to widen the existing road and not to take their dozers where 4 X 4 engines could not go. Before parting, Hazard warned the operators to keep an eye open and stated that "We may have a fire storm coming up".

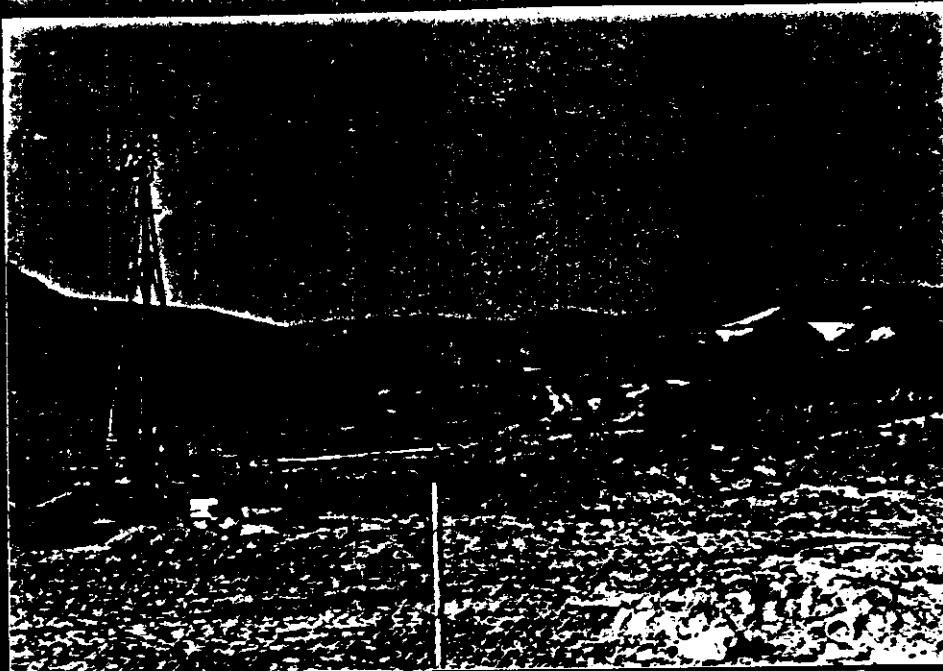
HFE0 Boyle turned around and approached the oncoming Riverside County dozer 6147. The two operators spoke and reviewed the plan of operations that Chief Hazard had spoke of. HFE0 Boyle states that during this time he observed erratic fire conditions; fire whirls and strange eddies. HFE0 Phillip Robinette agreed to take the lead dozer position since he had been with the fire all morning. Right around 1200 hours the three dozers; 6147 D6 with Phillip Robinette, ORCO dozer #19 D6 with Mike Boyle, and ORCO dozer #3 D4 with Bart Durham, began to widen out the existing dirt road in a westerly direction. The visibility conditions began to rapidly decrease to the point where HFE0 Robinette lost sight of the road and began building line up a ridge as expressed on Map #4 (yellow outline area). HFE0 Robinette later states that he felt he was still on the road. When HFE0 Robinette reached the point as directed by the arrow on Map #5 the fire became very erratic with wind speeds estimated at 70 to 90 miles per hour. Robinette turned to check on the dozers behind him because they had no radio communication between the dozers. At that point he noticed the fire had jumped their dozer line and began spotting a quarter mile ahead (west) of their line. Robinette began to pull his fire curtains and blanket knowing serious trouble was about to strike. HFE0 Boyle on the Orange County dozer behind Robinette likewise turned to check on the progress and location of HFE0 Durham operating the County D4. The smoke became to thick to see the small D4 Cat (approximately 1215 hours). Boyle noticed that the fire had jumped the dozer line behind them. Not having radio contact to warn Robinette on the lead dozer, Boyle pushed forward to warn Robinette. As Boyle hit the small saddle along the ridge he noticed that Robinette had stopped. Boyle began to feel concern and thought Robinette's Cat had broken down. Boyle pulled up parallel to Robinette and placed his County dozer between the fire and Robinette to help protect him. (Reference

Diagram #1), blowup fire conditions began to occur.

Boyle upon reaching Robinette realized the situation was getting bad and went to pull his fire blanket. HFEO Boyle experienced problems because the fire blanket was still encased in its plastic rapping. HFEO Boyle managed to get the blanket over him but not before he experienced burns to his right arm.

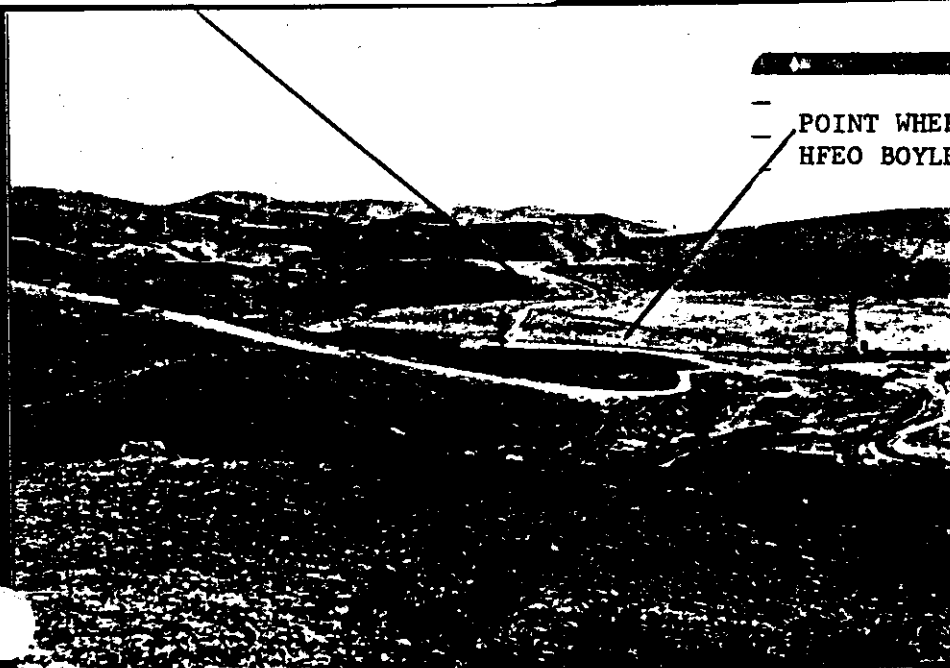
HFEO Phillip Robinette likewise experienced trouble. Phillip let his fire curtains down. The fire curtain on his right side (between him and the oncoming fire) blew up and held against the inner roof of the dozer due to the strong wind condition as mentioned prior. Phillip then pulled his fire blanket, stood up, and turned facing the rear of the dozer to completely cover himself with the blanket. HFEO Robinette experienced burns to the left elbow in the process of covering himself with the fire blanket. The third dozer operator HFEO Bart Durham, on Orange County dozer #3 managed to escape without injury or damage to his dozer.

The burn victims, not being able to raise anyone on either CDF Region Net or Orange County Net 5, returned to the base of the hill to notify the engines of their burns. Chief Hazard off strike team 1-5 contacted the Owl Fire I.C.P. to arrange for medical evacuation. The victims were transported by ORCO Medic Unit 126 to Canyon General Hospital at approximately 1230 hours.



#1 POINT WHERE DOZERS 19 and 3 UNLOADED.
LOOKING NORTH UP DOMINGUES CANYON.

ROAD WHICH DOZERS FOLLOWED FROM POINT
OF UNLOADING.



POINT WHERE CHIEF HAZARD SPOKE WITH
HFEO BOYLE

#2 LOOKING SOUTH FROM POINT WHERE THE
DOZERS WERE OVERRUN BY FIRE

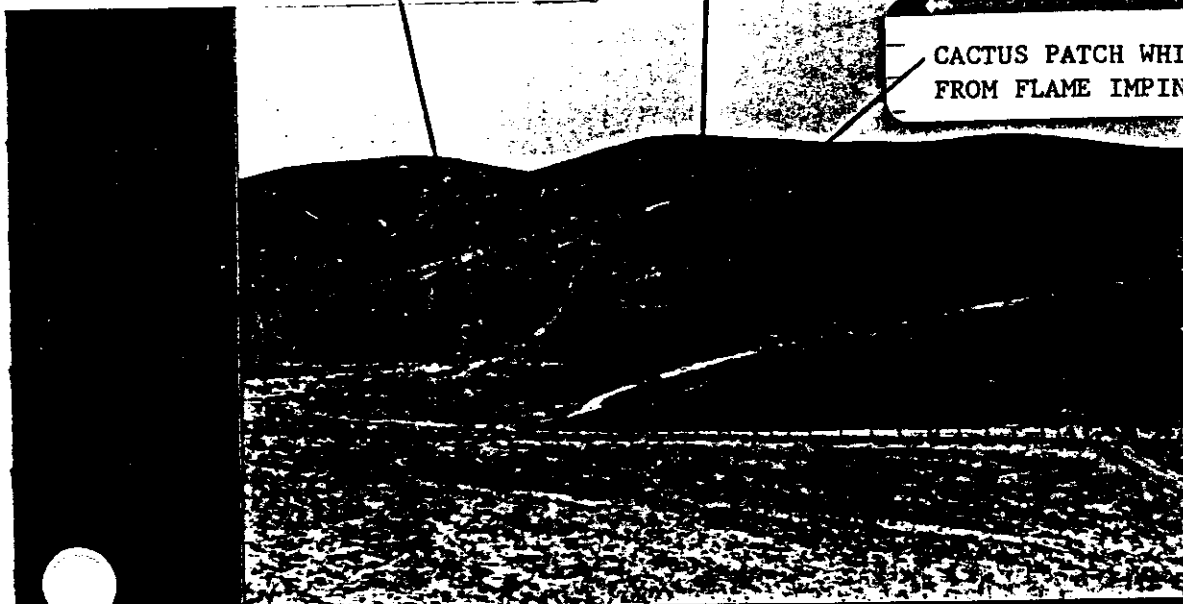
#3 POINT WHERE FIRE JUMPED THE SIX
BLADE WIDE DOZER BREAK.



POINT WHERE DOZERS LEFT THE DIRT ROAD

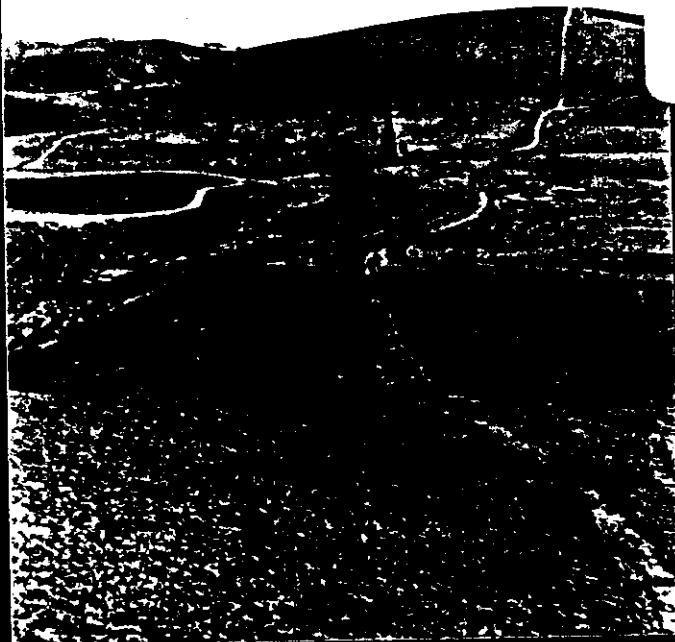
POINT WHERE DOZERS WERE OVER RUN

CACTUS PATCH WHICH SAVED DOZER #3
FROM FLAME IMPINGMENT



#4 LOOKING NORTH FROM POINT WHERE CHIEF
HAZARD SPOKE WITH THE DOZER OPERATORS.

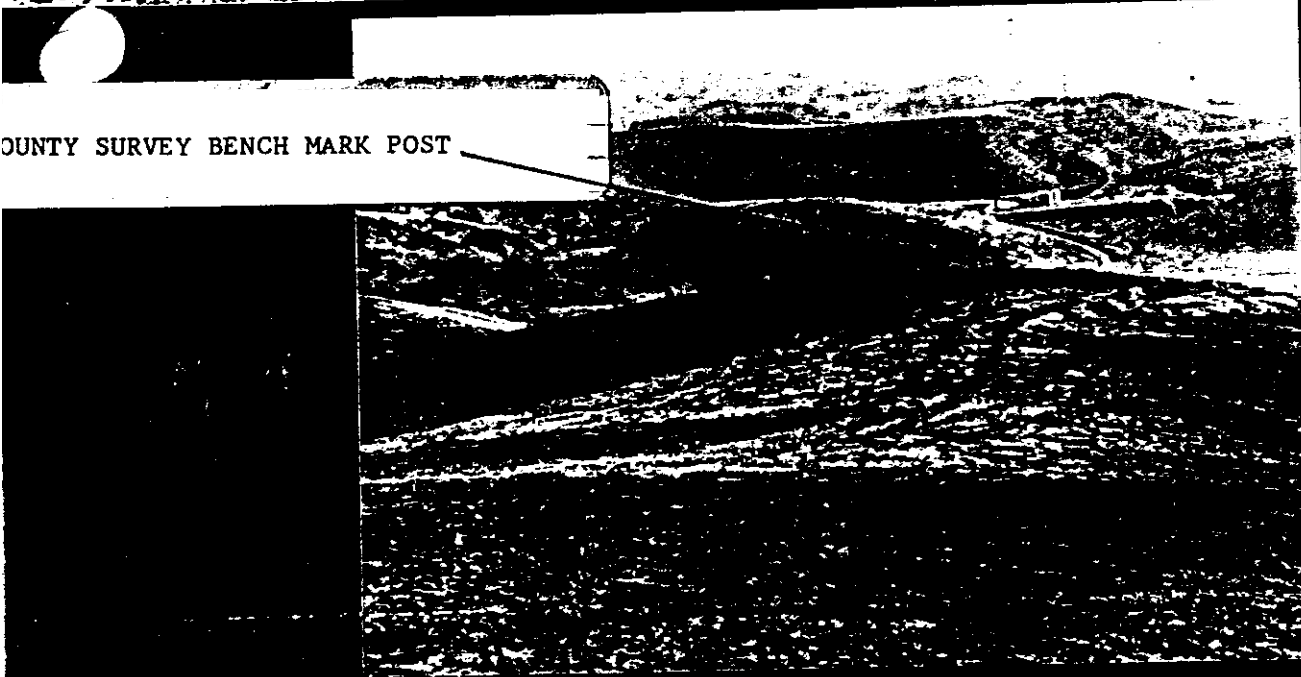
#5 POINT WHERE THE THREE DOZERS LEFT THE
DIRT ROAD AND STARTED BUILDING LINE
UP THE RIDGE.



#6 POINT WHERE HFCO ROBINETTE REALIZED
FIRE HAD JUMPED THE DOZER LINE
BEHIND HIM.

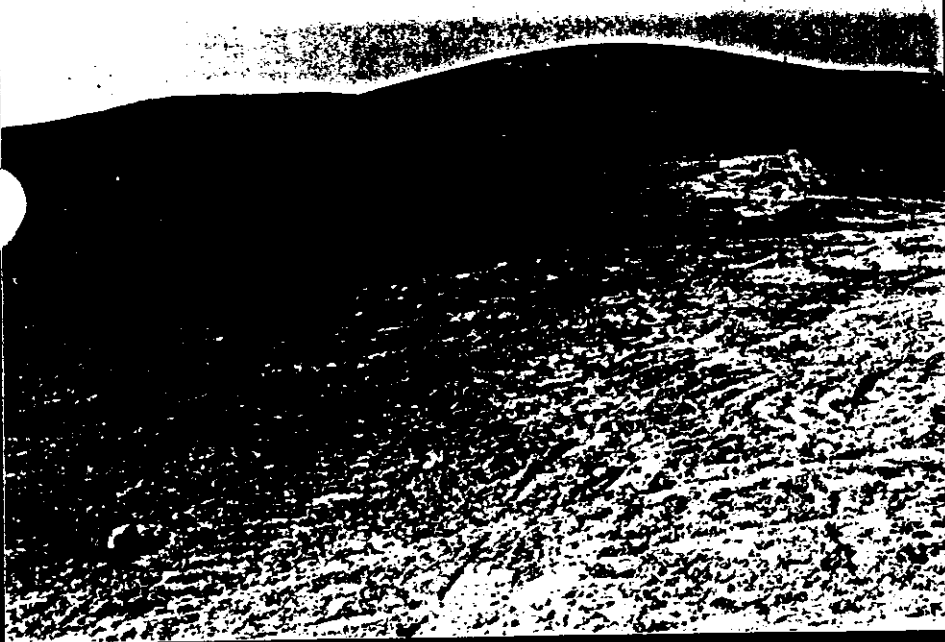


#7 VEGETATION DENSITY AND RELATIVE SIZE
STANDARD 5" INK PEN OUTLINED.



COUNTY SURVEY BENCH MARK POST

LOOKING SOUTH ON RIDGE TOWARDS THE
VALLEY BOTTOM ----- AREA WHERE THE
TWO DOZERS WERE OVER RUN.



#9 CLOSE UP OF SPOT WHERE THE TWO DOZERS
WERE OVER RUN.



#10 SURVEY MARKER AS REFERENCED IN
PHOTO #8.



11 PHOTO LOOKING SOUTH & DOWNHILL ON SITE
WHERE THE DOZERS WERE OVER RUN (CENTER
RIGHT) NOTE: Dozers were situated in
a small saddle.




#12 LOOKING SOUTHEAST FROM SPOT WHERE
OPERATOR WAS BURNED. NOTE: The
6 blade wide dozer line on ridge.

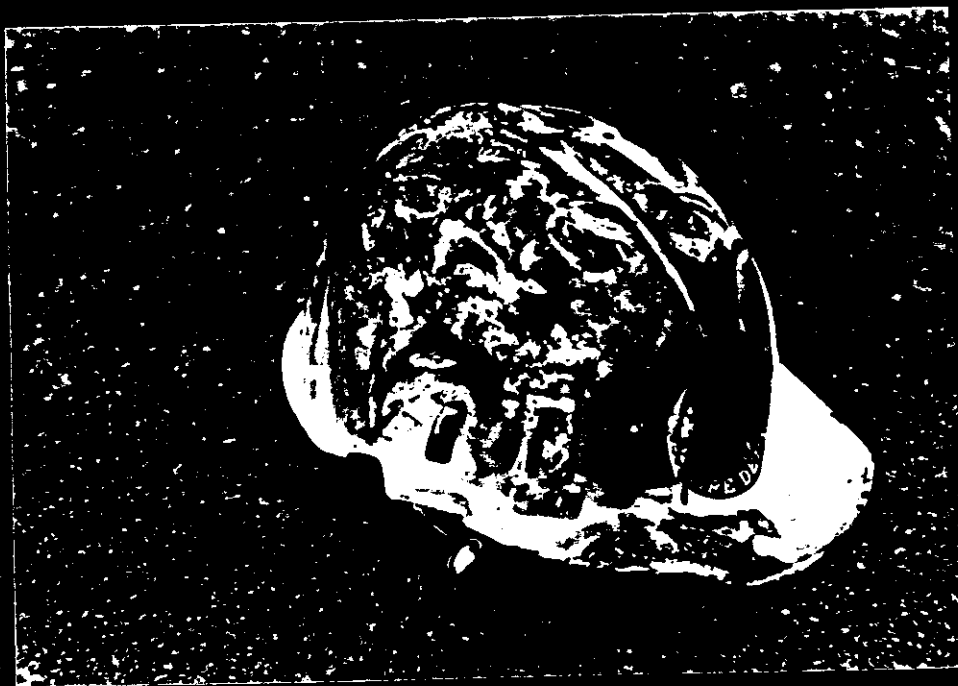
#13 PROTECTIVE CLOTHING WORN BY HFEO MIKE
BOYLE ON DAY OF THE BURNS.



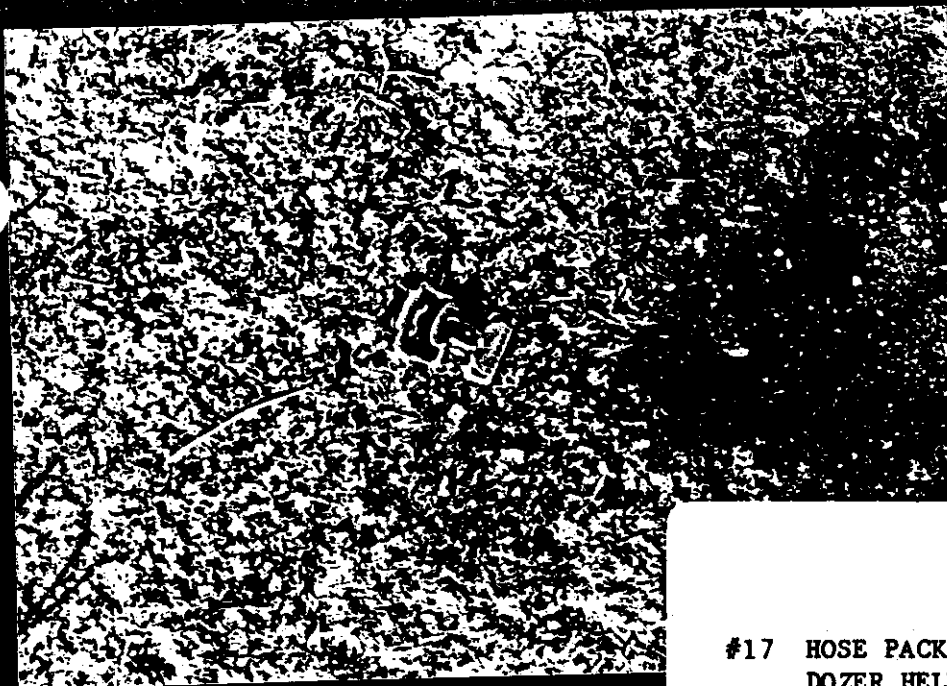
#14 OPERATOR HAD NO SECONDARY LAYER OF
CLOTHING BETWEEN GLOVES AND UNIFORM
SHORT SLEEVE.



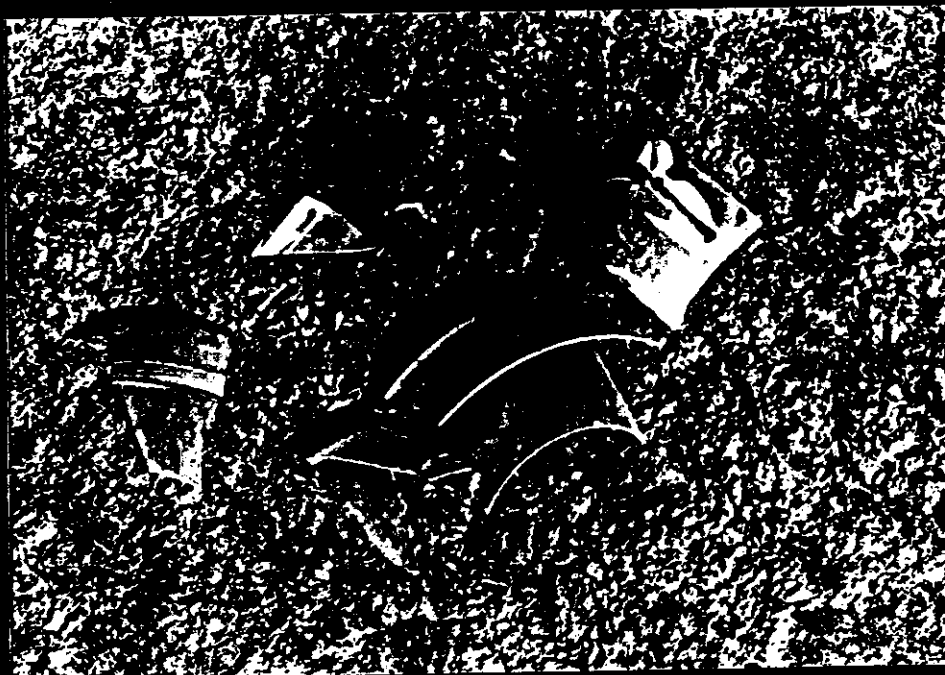
#15 CLOSE UP OF PICTURE #14.



#16 BRUSH HELMET WHICH WAS ATTACHED TO
ORCO DOZER #19 WHEN THE FIRE OVER
RAN THE DOZER.



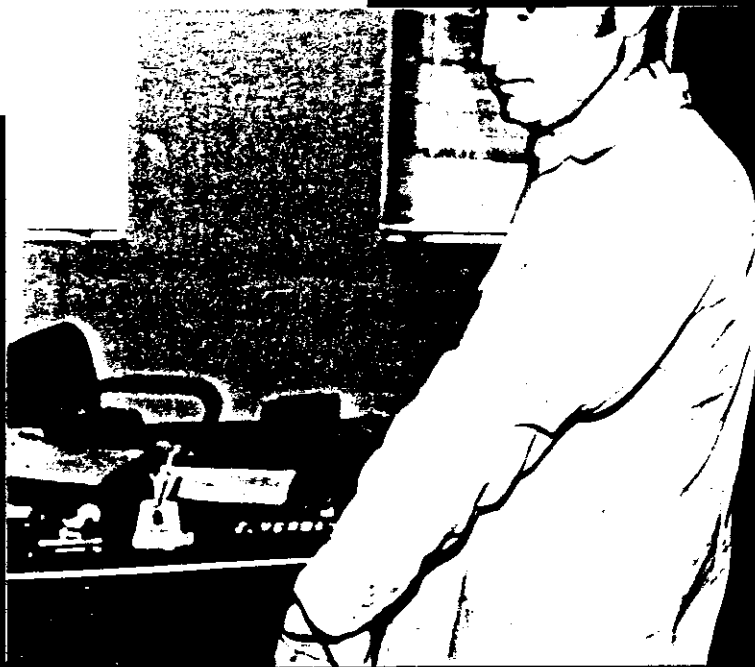
#17 HOSE PACK WHICH HELD HFEO BOYTE'S
DOZER HELMET BURNED LEAVING ONLY
THE BUCKLE AS INDICATED.



#18 BROKEN PRE-CLEANER OFF OF DOZER
6147 AFTER THE FIRE BLEW OVER.



#19 PICTURE OF DOZER 6147 THIS SIDE TOOK THE HEAT OF THE FIRE WITH NO VISIBLE DAMAGE. THE FIRE CURTAIN AS SEEN IN THIS PICTURE WAS FORCED AGAINST THE INSIDE ROOF OF THE DOZER.



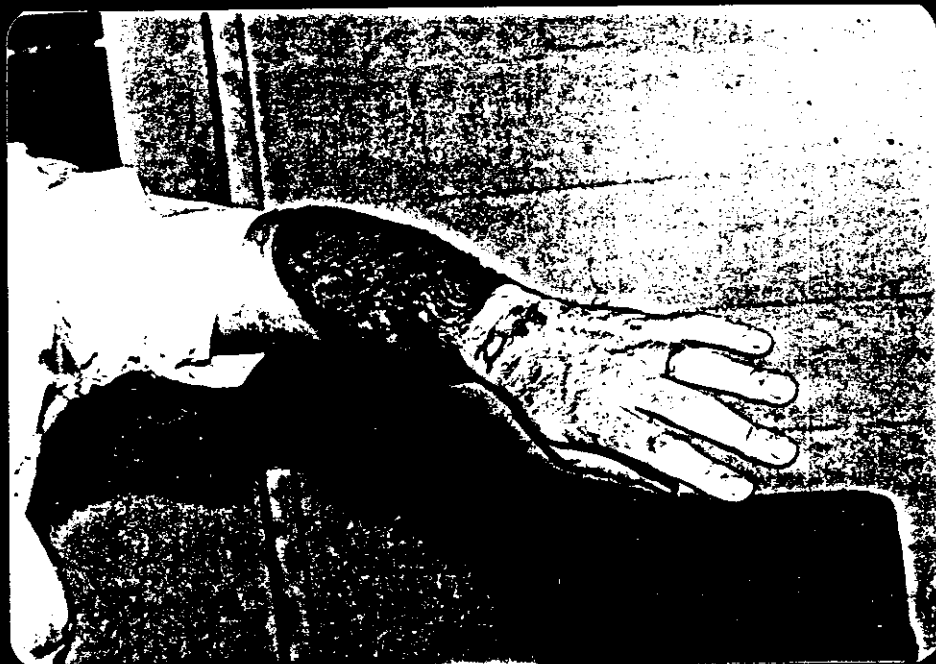
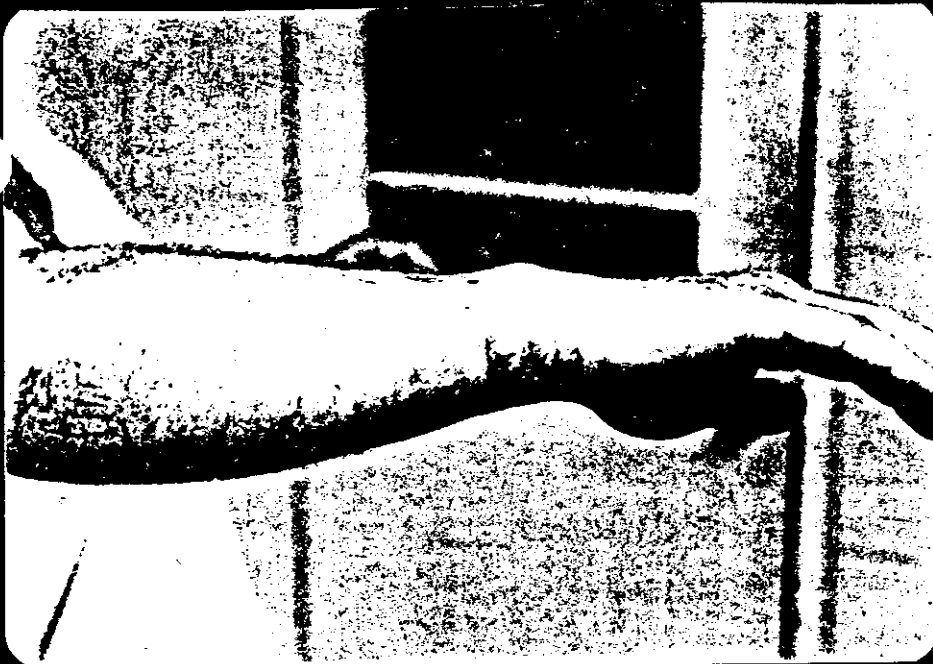
#20 PHOTO SERIES OF PHILLIP ROBINETTE WEARING NOMEX SHIRT USED DURING THE OWL FIRE --- NO DAMAGE VISIBLE --- OPERATOR WORE SHORT SLEEVE SHIRT UNDER NOMEX SHIRT --- AGAIN BURNS OCCURRED BETWEEN THE GLOVE AND SLEEVE OF SHIRT.



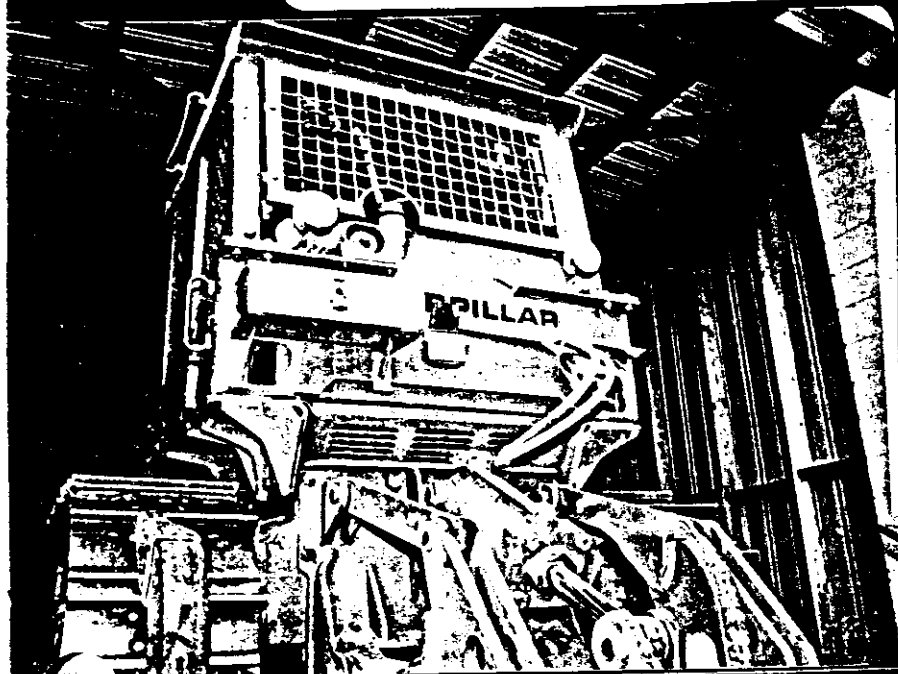


#21 PHOTO SERIES SHOWING THE BURNS
RECEIVED BY HFE0 MIKE BOYLE

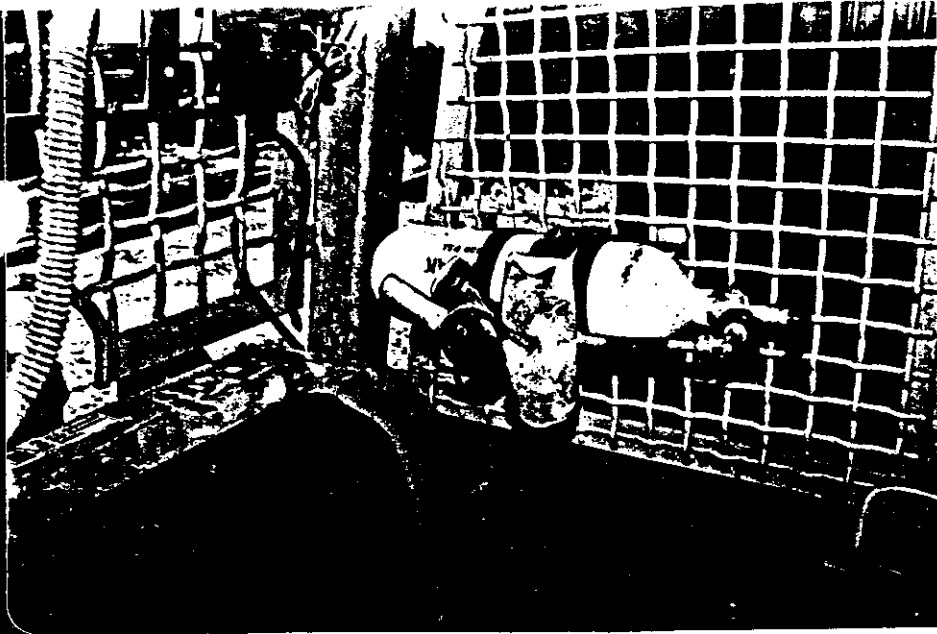




#22 REAR SHOT OF ORCO DOZER #19 NOTE
CHAR ON THE AXE HANDLE

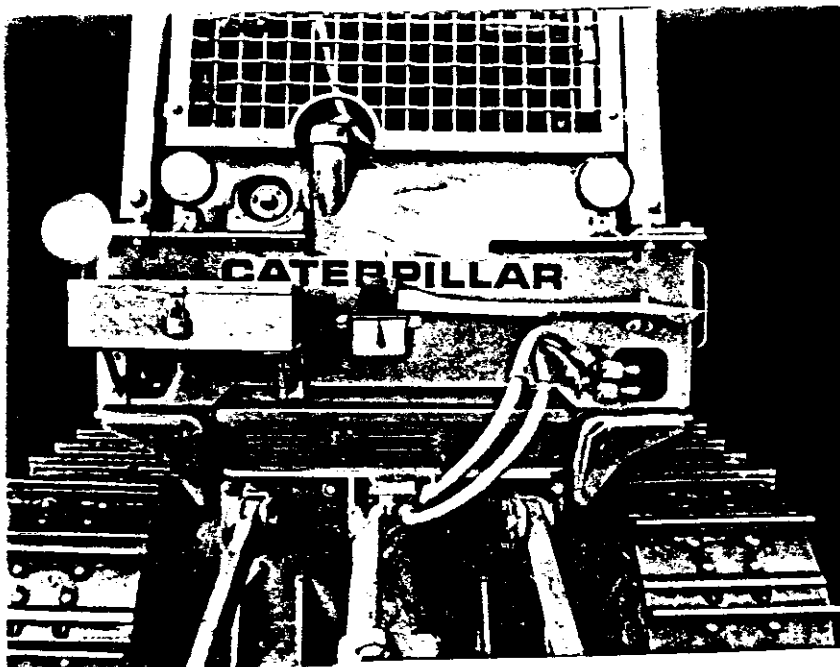


#23 HANDLE CLOSEUP

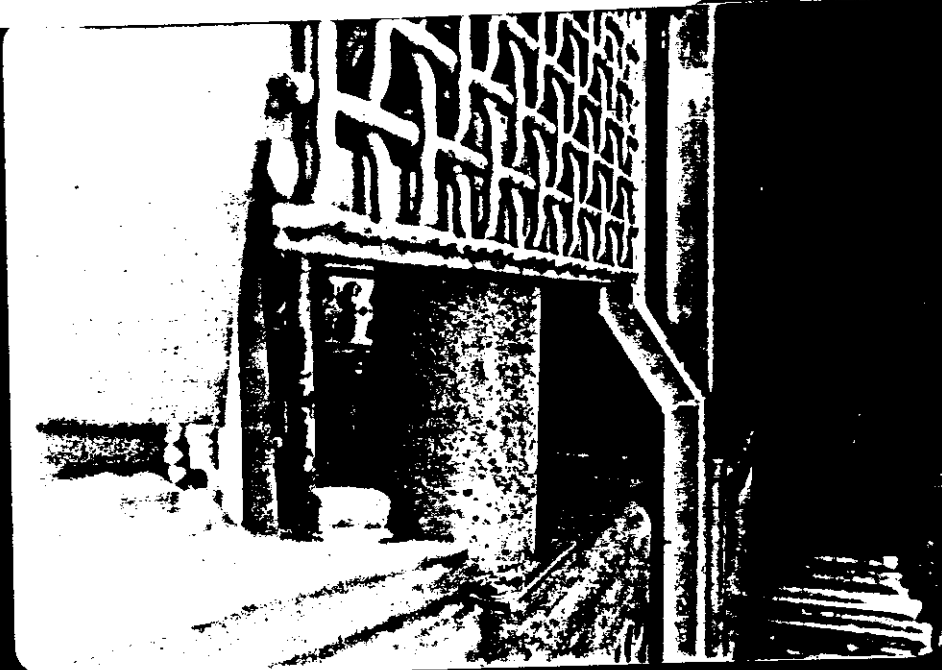


#24 INTERIOR SHOT OF ORCO DOZER #19
NOTE BURN PATTERN ON BRACKET PAD





#25 PHOTO SERIES SHOWING ORCO DOZER #19
THE RIGHT SIDE WHICH TOOK ALL
THE HEAT. DAMAGE WAS RESTRICTED TO
PITTING OF PAINT SURFACE.



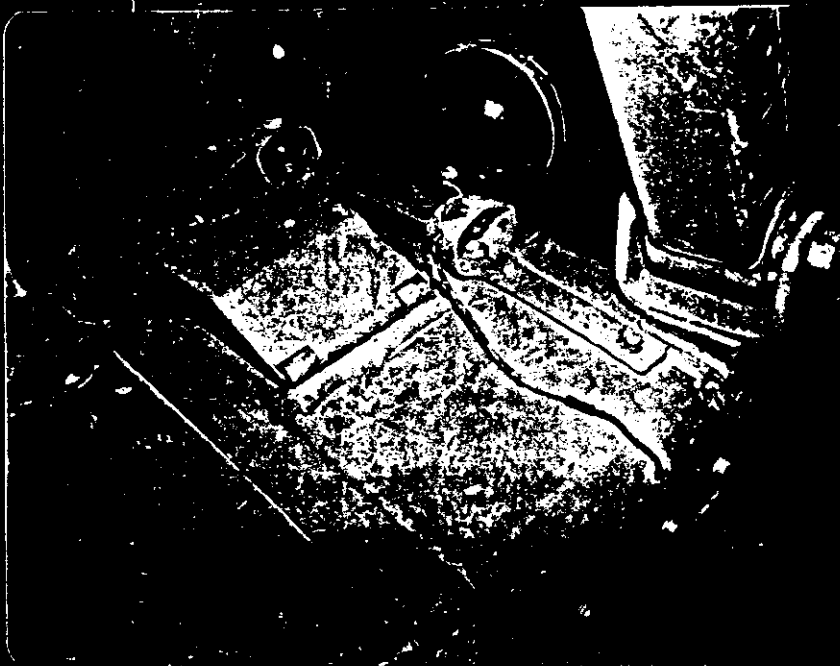
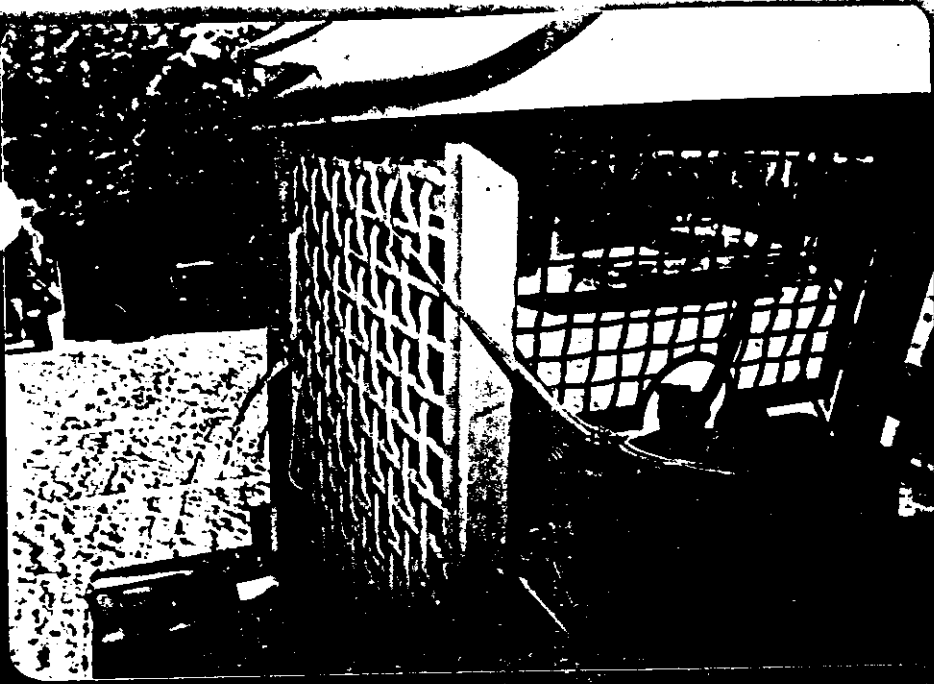
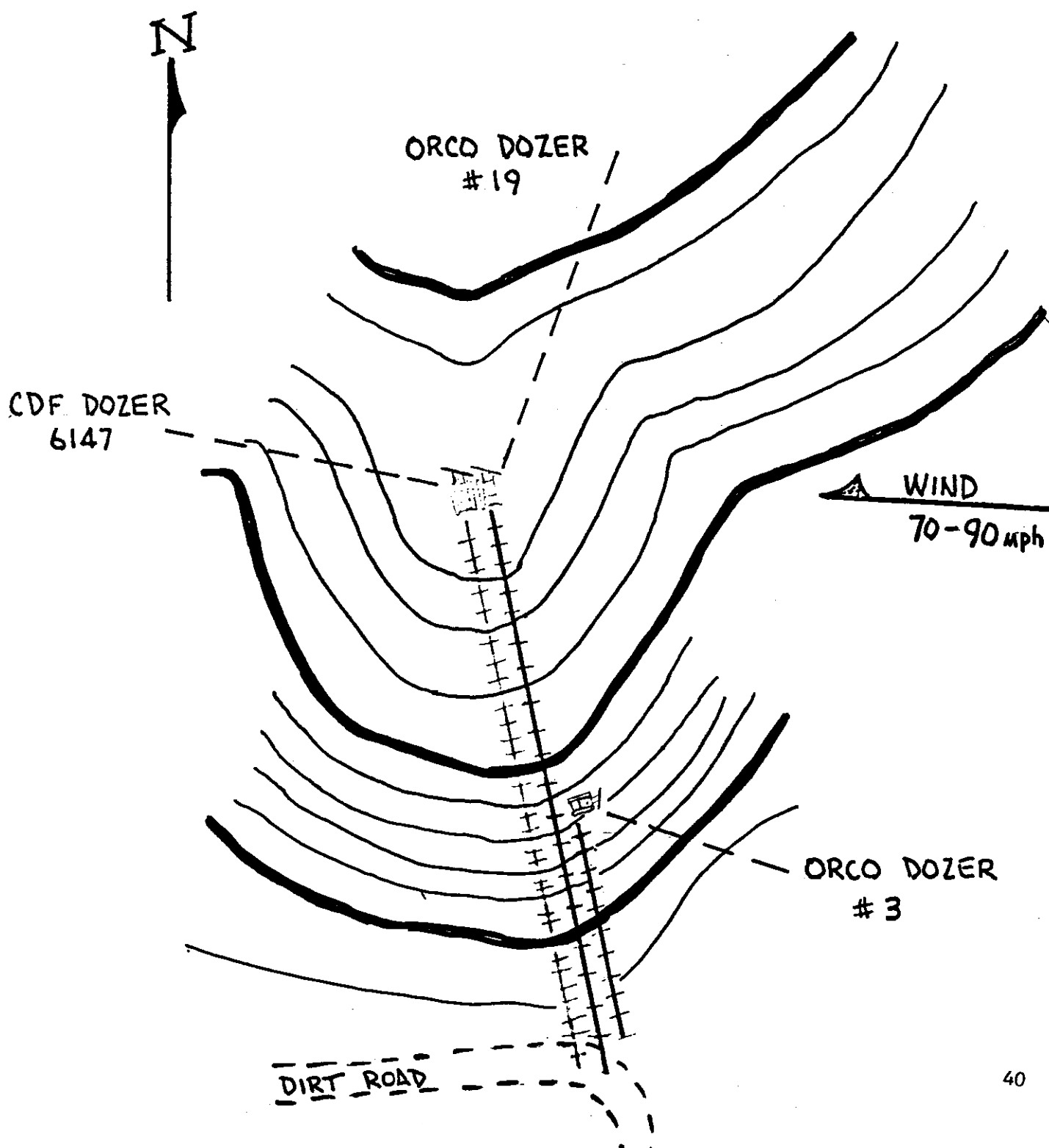
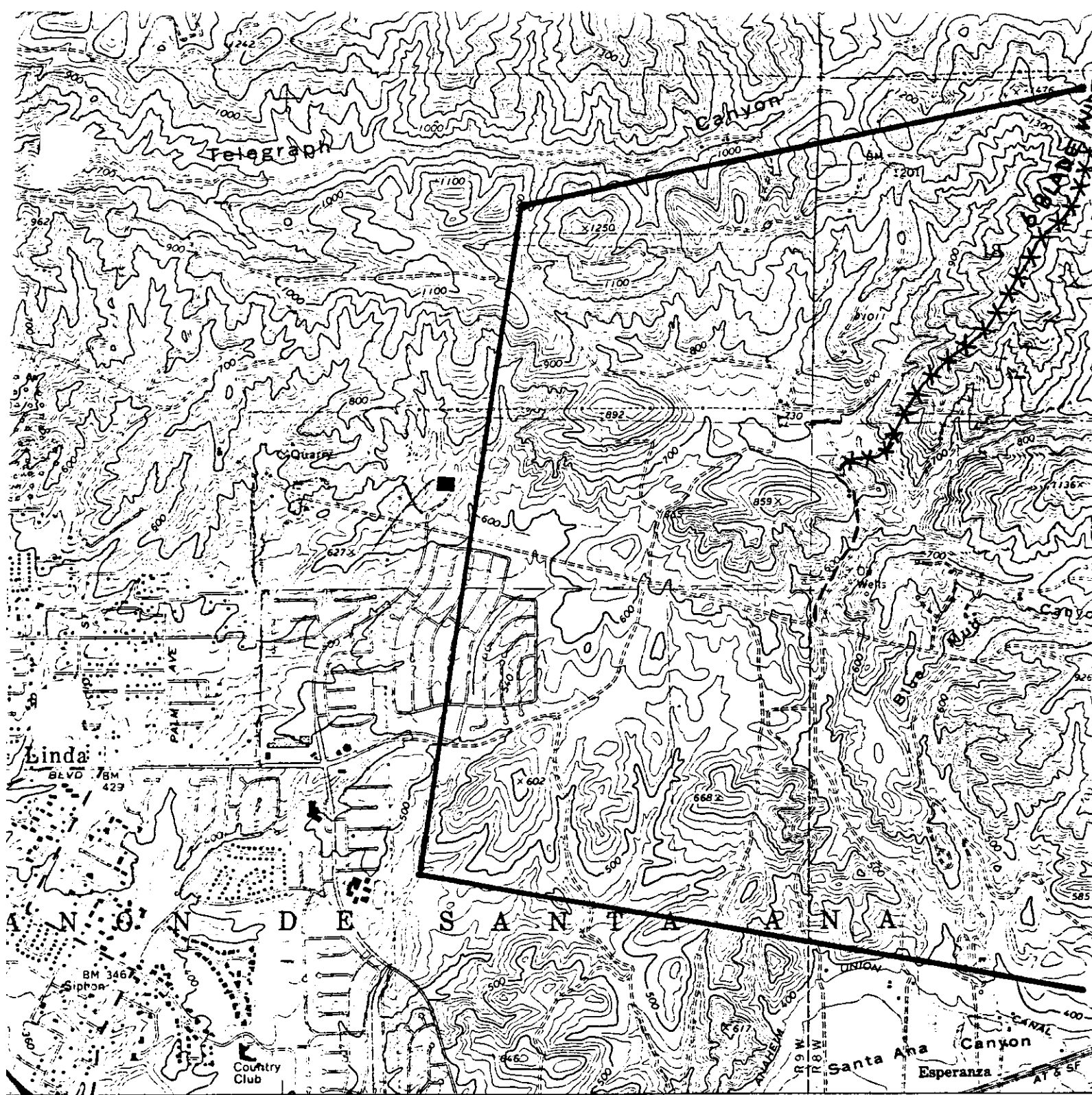
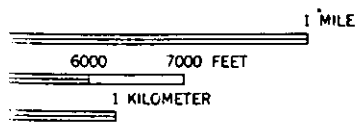


DIAGRAM # 1





RIVERSIDE FREEWAY 2.1 MI. 47'30" 427 428 4360000 FEET (7) 4300000 E



MAP #1

ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt

○ State Route

JF
32

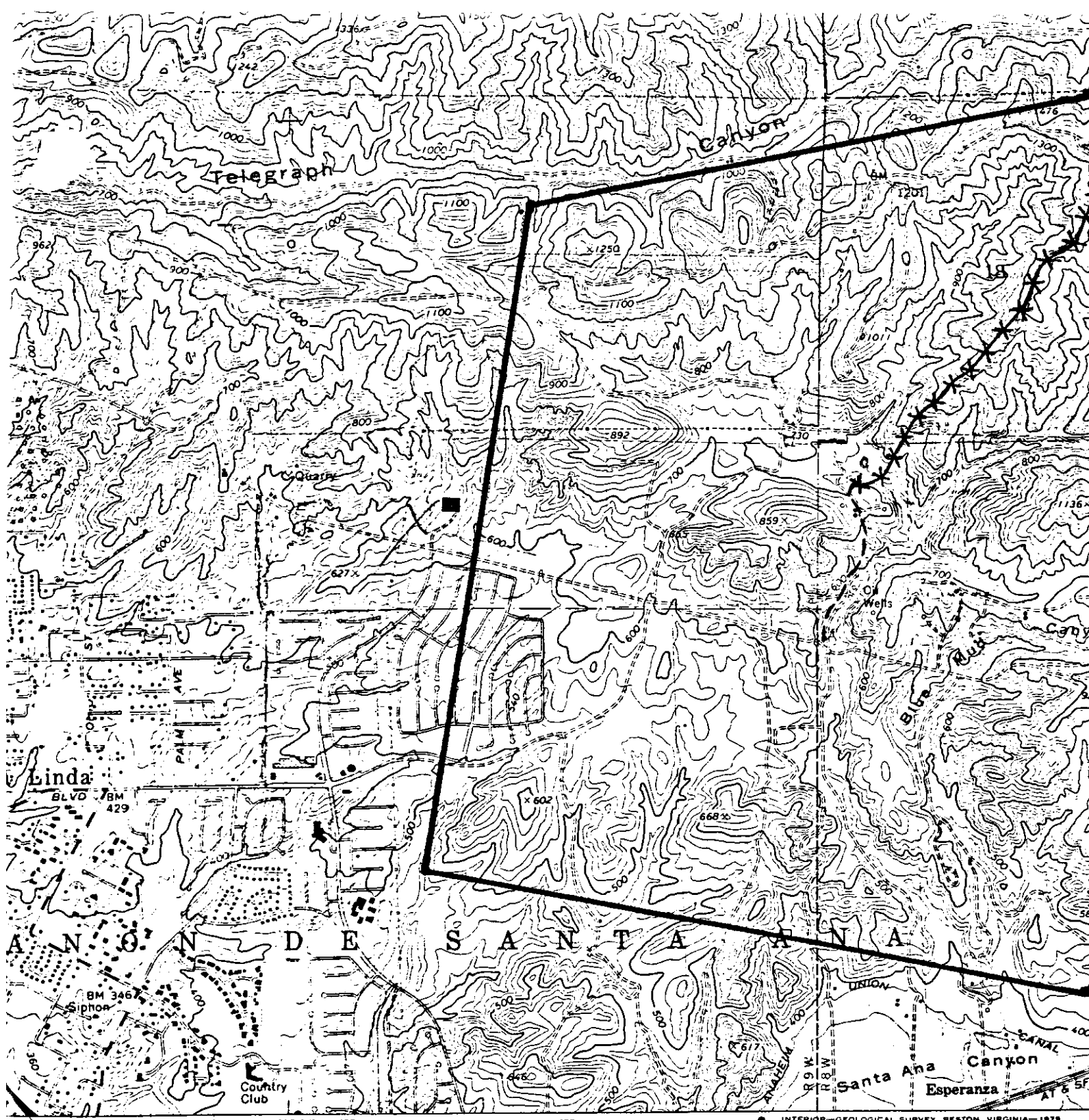


QUADRANGLE LOCATION

YORBA LINDA, CALI
N3352.5-W11745/7.5

STANDARDS
OR RESTON, VIRGINIA 22092
AVAILABLE ON REQUEST

Revision shown in purple compiled from aerial photographs
taken 1972. This information not field checked
Purple tint indicates extension of urban areas



RIVERSIDE FREEWAY 2.1 MI. 47'30" 427
CHAPMAN AVE (ORANGE EXIT) 8.7 MI.

1 MILE
0 6000 7000 FEET
1 KILOMETER

U.S. 929

MAP # 2

QUADRANGLE LOCATION

ROAD CLASSIFICATION

Heavy-duty	—————	Light-duty	—————
Medium-duty	—————	Unimproved dirt	-----

○ State Route

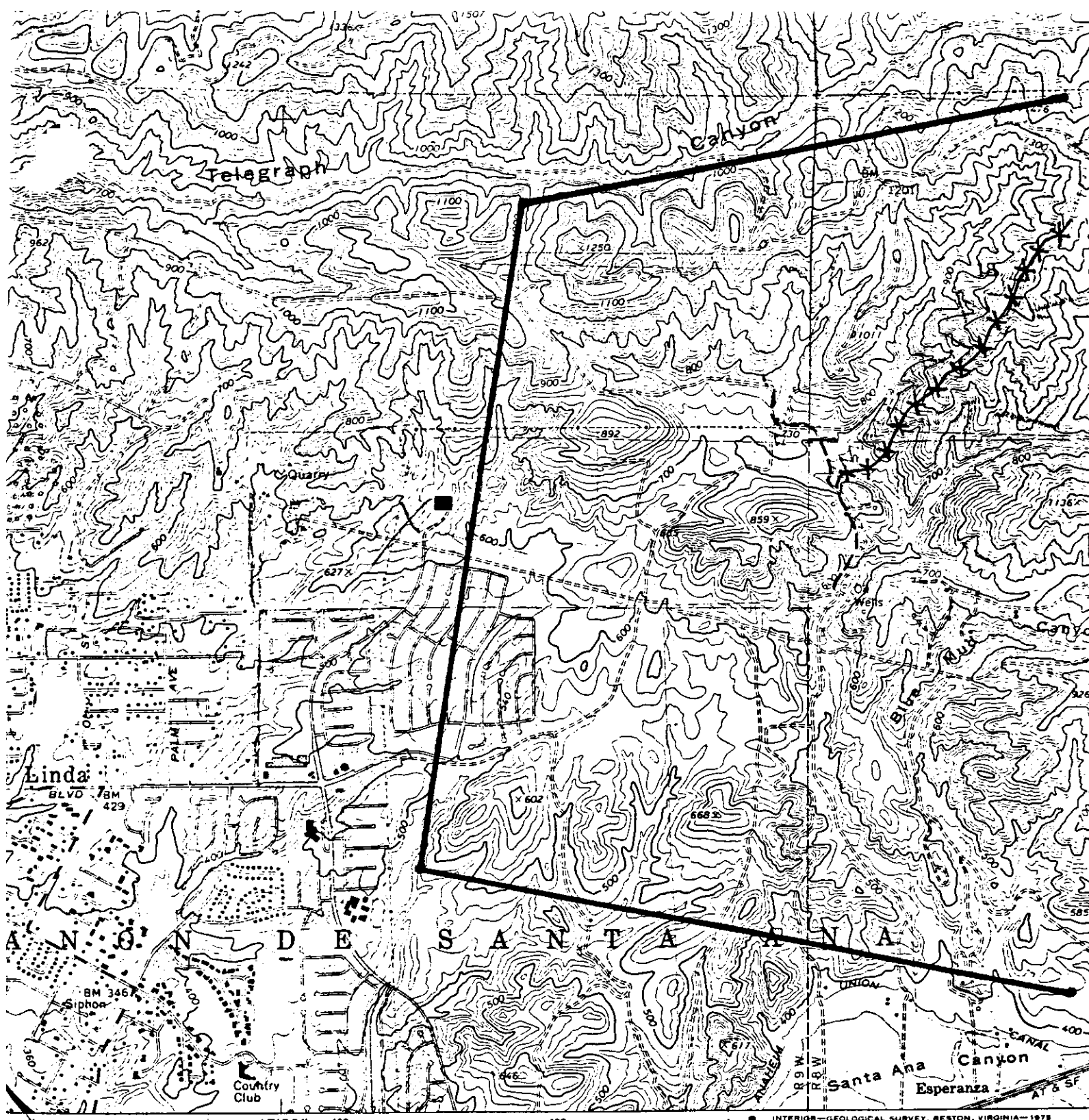
Y STANDARDS
FOR RESTON, VIRGINIA 22092
AVAILABLE ON REQUEST

Revision shown in purple compiled from aerial photographs
taken 1972. This information not field checked

42

YORBA LINDA, CALIF
N3352.5—W11745/7.5

1964
PHOTOREVISED 1972



RIVERSIDE FREEWAY 2.1 MI. 47'30" 427

CHAPMAN AVE (ORANGE EXIT) 8.7 MI. 428

4360000 FEET (7) 4300000 E

MAP # 3

QUADRANGLE LOCATION

ROAD CLASSIFICATION

Heavy-duty ——— Light-duty ———

Medium-duty ——— Unimproved dirt - - - - -

○ State Route

1 MILE

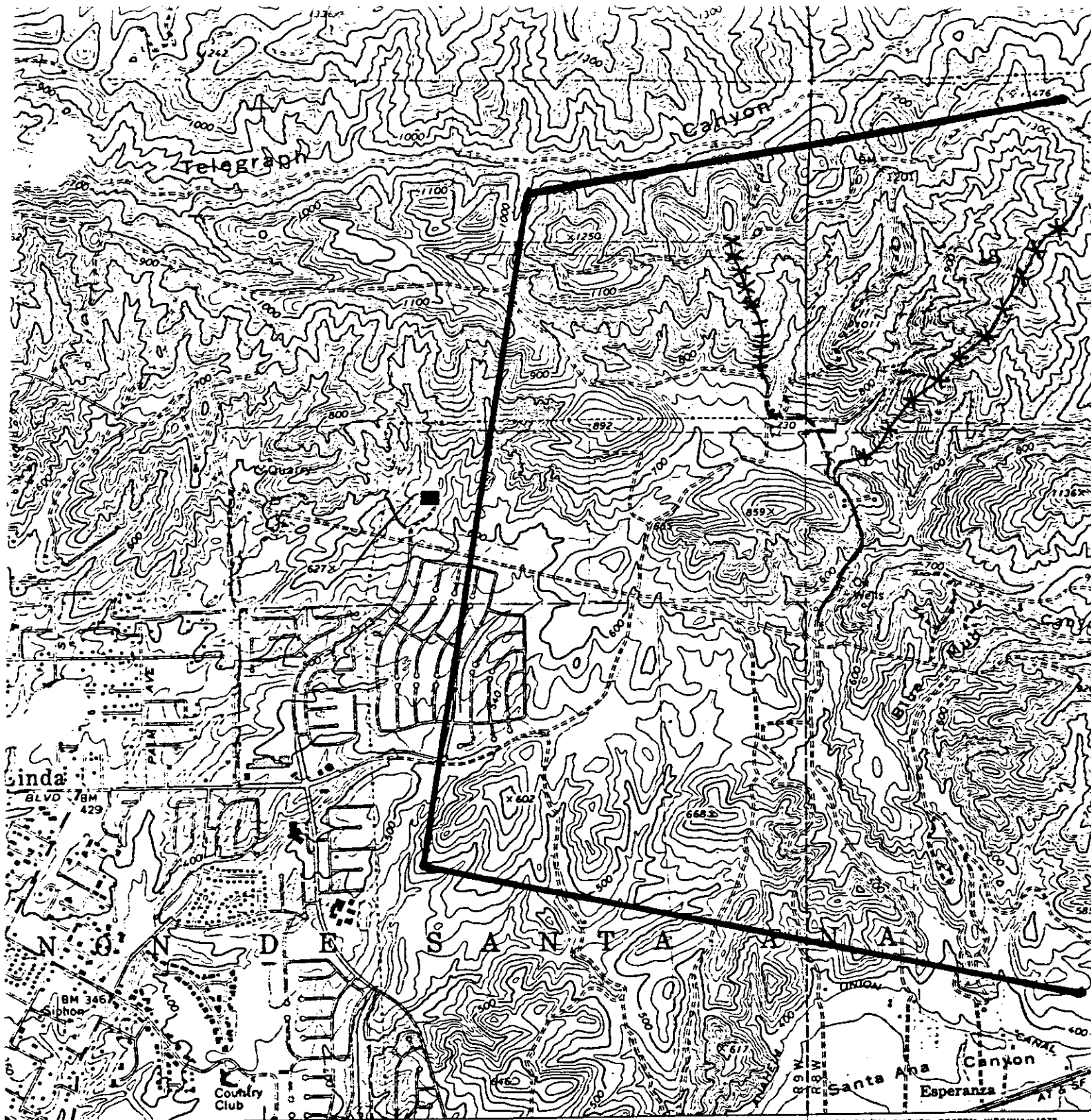
6000 7000 FEET

1 KILOMETER

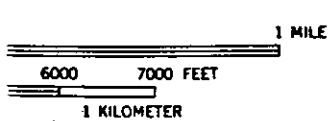
43

YORBA LINDA, CAL.

N3352.5—W11745/7.5



RIVERSIDE FREEWAY 2.1 MI. 47'30" 427 428 4300000 FEET (7) 4300000 E



MAP # 4

ROAD CLASSIFICATION

Heavy-duty _____ Light-duty _____
Medium-duty _____ Unimproved dirt - - - - -

○ State Route



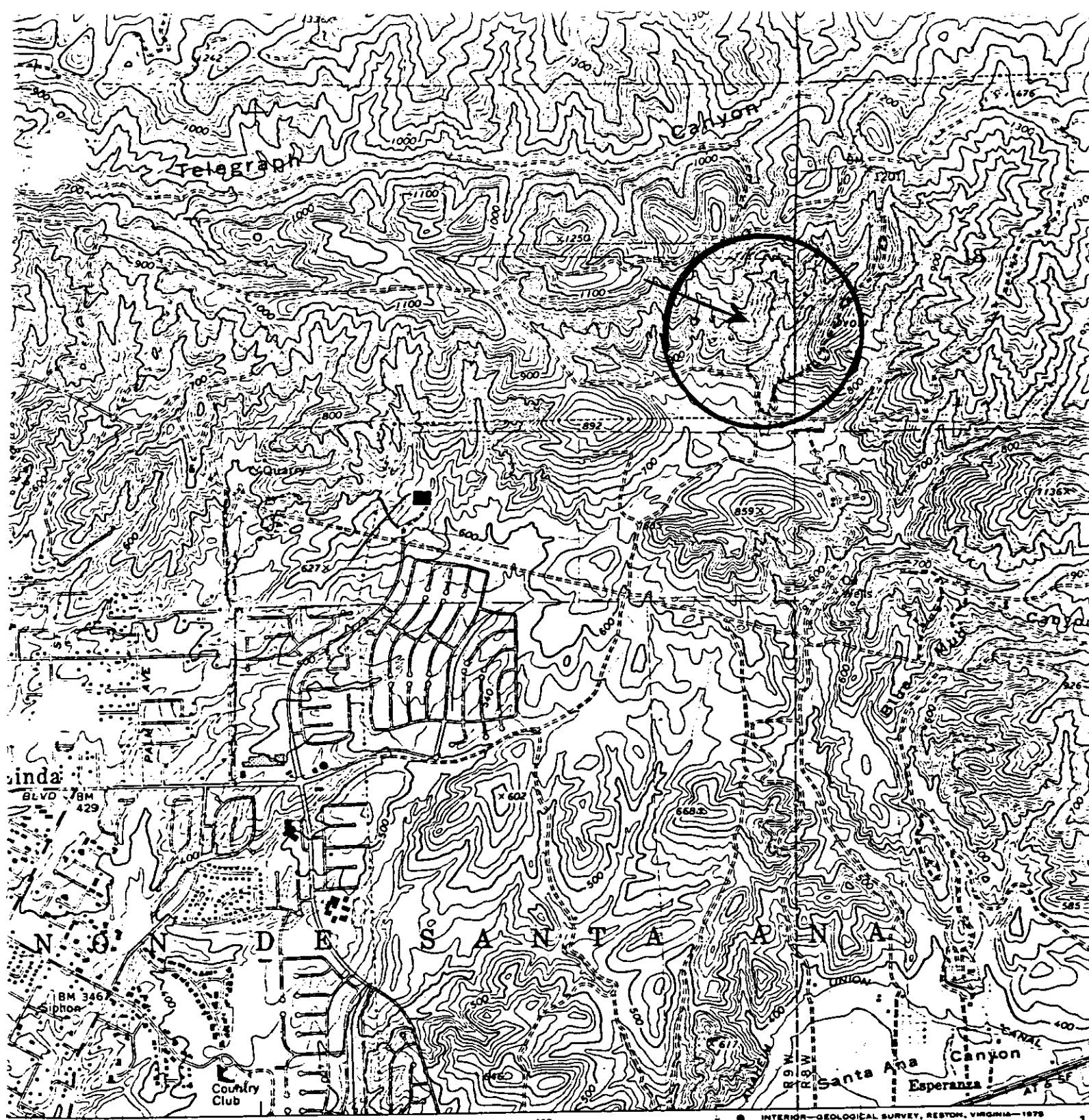
QUADRANGLE LOCATION

YORBA LINDA, CAL
N3352.5-W11745/7.5

STANDARDS
RESTON, VIRGINIA 22092

Revision shown in purple compiled from aerial photographs
taken 1972. This information not field checked

1964
PHOTOREVISED 1972



RIVERSIDE FREEWAY 2.1 MI. 47°30' 42' 428 INTERIOR-GEOLOGICAL SURVEY, RESTON, VIRGINIA-1975 4 360 000 FEET (7) 4300000 1

1 MILE
6000 7000 FEET
1 KILOMETER

MAP # 5

ROAD CLASSIFICATION

Heavy-duty _____ Light-duty _____
Medium-duty _____ Unimproved dirt _____
○ State Route



QUADRANGLE LOCATION

45

YORBA LINDA, CALI
N3352.5-W11745/7.5

ANDARDS
RESTON, VIRGINIA 22092

Revision shown in purple compiled from aerial photographs
taken 1972. This information not field checked

1964
PHOTOREVISED 1972



CALIFORNIA DIVISION OF FORESTRY
TELECOPIER MESSAGE FORM

TIME 1425	DISTRIBUTION
TX METHOD	
INITIALS TX 10398 RX 485-2651	

TO: David E. Pesonen, Director DATE: October 29, 1980
Attn: Robert Paulus
FROM: Rex N. Griggs, Chief, Region VI
SUBJECT: 7000 FIRE PROTECTION
Burn Injury

Be advised that two HFEO's have been burned while working on the Owl Fire:

#1 Phillip Robinette (CDF Riverside Ranger Unit)

2nd degree burns on left elbow.

#2 Mike Boyle (Orange Co. Fire Dept.)

1st and 2nd degree burns on both arms.

Victims were transported to Sherman Oaks Burn Center where they were treated and released. They are presently home recuperating.

The victims were working on a dozer line when they were overrun. An investigation team has been appointed to determine the facts of the situation.

REX N. GRIGGS

Chief, Region VI

By: *Earl M. Young*
Earl M. Young

Fire Control Officer

8

cc: Rex Griggs

Glen Newman

Ernie Balmforth

Fred Cain

ACTION AND/OR REMARKS:

PERMANENT FILE

ACCIDENT - INCIDENT
PRELIMINARY REPORT

1. TYPE (Check One)

☐ Accident
Incident

☐ Vehicle
Facility

☒ Personal Injury

2. LOCATION OF ACCIDENT Avul - Giv

3. DATE OF OCCURANCE 10/28/80 TIME 1210

4. OPERATOR OF STATE/COUNTY VEHICLE Mike Poyl (HFE0)

5. LICENSE & I.D. OF STATE/COUNTY VEHICLE N/A Orange County, Fire

6. NAME OF OPERATOR OF OTHER VEHICLE N/A

ADDRESS

DRIVER LICENSE #

7. MAKE, MODEL, YEAR AND LICENSE OF OTHER VEHICLE N/A

8. DAMAGE TO VEHICLE AND PROPERTY N/A

STATE

OTHER

9. NAME OF INJURED AND EXTENT OF INJURIES

STATE 1 + 2nd Degree burns both Arms

OTHER unknown

10. PERSON NOTIFYING VEHICLE LIABILITY INSURANCE ADJUSTER.

11. PERSON REPORTING Jim Blum - SER I

PERSON NOTIFIED Robert R. Martinez - SER I

12. ANY PERTINENT INFORMATION NOT INCLUDED IN THE ABOVE (Dr. Name, Hospital, etc.)

Taken to Canyon General Hospital

Was on drugs, just blew up - no other
circumstances

LOS ANGELES FIRE WEATHER FORECAST 0830 PDT MON OCT 27 1980

SOUTHERN CALIFORNIA
TODAY...

LOWER COASTAL ZONE
UPPER COASTAL ZONE
INTERMEDIATE ZONE

SOME CLOUDINESS CLEARING THIS AFTERNOON. WINDS BECOMING WEST TO
NORTHWEST 10 TO 20 MPH IN THE AFTERNOON.
TRENDS: TEMP UP 5 RH DOWN 10 FUEL MSTR DOWN 1 WIND LITTLE STRONGER

MOUNTAIN ZONE

SOME CLOUDINESS CLEARING THIS AFTERNOON. NORTHWESTERLY WINDS 12 TO 25
MPH LOCALLY TO 35 MPH HIGHER SLOPES AND PASSES.
TRENDS: TEMP UP 5 RH DOWN 10 FUEL MSTR DOWN 1 WIND LTLCG

DESERT ZONE

FEW CLOUDS CLEARING THIS AFTERNOON. WEST TO NORTHWEST WINDS 12 TO 25
MPH THIS AFTERNOON LOCALLY TO 35 MPH NORTHERN DESERT.
HIGH DESERT: MAX TEMP 65 TO 75. MIN RH 20 TO 30 PERCENT.
LOW DESERT: MAX TEMP 75 TO 85. MIN RH 15 TO 25 PERCENT.

...TONIGHT...

LOWER COASTAL ZONES
UPPER COASTAL ZONE
INTERMEDIATE ZONE

LOCALLY NORTH TO NORTHEAST WINDS 15 TO 30 MPH BELOW CANYONS BY MORNING.
ELSEWHERE LIGHT AND VARIABLE BY 2200 PDT. CLEAR.

MOUNTAIN ZONE

NORTHERLY WINDS 12 TO 25 MPH BECOMING NORTH TO NORTHEAST 15 TO 35 MPH
AND GUSTY UPPER SLOPES AND PASSES LATE TONIGHT AND 8 TO 16 MPH ELSEWHERE.
CLEAR.

DESERT ZONE

CLEAR. NORTHERLY WINDS 10 TO 18 MPH.

...TUESDAY...

LOWER COASTAL ZONE
UPPER COASTAL ZONE
INTERMEDIATE ZONE

LOCALLY NORTHEAST WINDS 15 TO 30 MPH BELOW PASSES AND CANYONS DECREASING
THE AFTERNOON. ELSEWHERE WINDS BECOMING WESTERLY 8 TO 15 MPH IN THE
AFTERNOON. CLEAR. A LITTLE WARMER AND DRIER.

MOUNTAIN ZONE

CLEAR. NORTHEASTERLY WINDS 8 TO 16 MPH LOWER SLOPES AND 15 TO 35 MPH
HIGHER SLOPES AND PASSES. STRONGER GUSTS HIGHER EXPOSED RIDGES. A LITTLE

LOS ANGELES FIRE WEATHER FORECAST 1430 PST MONDAY OCT 27 1980

SOUTHERN CALIFORNIA

RED FLAG WARNING IN EFFECT***

RED FLAG WARNING IS IN EFFECT FOR ALL AREAS OF SOUTHERN CALIFORNIA FROM THE MOUNTAINS WESTWARD. A MINOR UPPER LEVEL TROUGH EMBEDDED IN THE GENERAL STRONG NORTHWEST FLOW ALOFT OVER THE WESTERN STATES WILL MOVE RAPIDLY THROUGH SOUTHERN CALIFORNIA THIS EVENING. STRONG NORTHERLY FLOW OF COLD DRY AIR WILL FOLLOW THIS TROUGH OVER MOST AREAS TONIGHT. THE STRONG LOW WILL CONTINUE TUESDAY FROM THE NORTHEAST AS HIGH PRESSURE BUILDS OVER THE PLATEAU STATES WITH SOME DECREASE IN WINDS LATE TUESDAY. AS THE HIGH PRESSURE SPREADS OVER MOST OF THE WESTERN STATES A WARMING TREND WILL BEGIN AS WINDS DECREASE.

..TONIGHT...

LOWER COASTAL ZONE

UPPER COASTAL ZONE

INTERMEDIATE ZONE

LEAR. NORTH TO NORTHEAST WINDS LOCALLY 20 TO 35 MPH BELOW MOUNTAIN PASSES AND 10 TO 22 MPH ELSEWHERE.

MOUNTAIN ZONE

LEAR. NORTH TO NORTHEAST WINDS 30 TO 45 MPH HIGHER RIDGES AND PASSES AND 5 TO 30 MPH ELSEWHERE.

DESERT ZONE

LEAR. NORTH TO NORTHEAST WINDS LOCALLY 15 TO 30 MPH NORTHERN AND EASTERN PORTIONS OTHERWISE MOSTLY 8 TO 18 MPH.

..TUESDAY...

LOWER COASTAL ZONE

UPPER COASTAL ZONE

INTERMEDIATE ZONE

SUNNY. WINDS NORTHEASTERLY 15 TO 30 MPH BELOW MOUNTAIN PASSES OTHERWISE 10 TO 18 MPH. WINDS DECREASING LATE IN DAY.

TRENDS: TEMP UP 3. RH DOWN 12. FUEL MSTR DOWN 2. WINDS STRONGER.

MOUNTAIN ZONE

SUNNY. NORTHEASTERLY WINDS 30 TO 45 MPH HIGHER RIDGES AND PASSES AND 15 TO 30 MPH ELSEWHERE. WINDS DECREASING A LITTLE LATE IN DAY.

TRENDS: TEMP UP 2. RH DOWN 17. FUEL MSTR DOWN 3. WINDS STRONGER.

DESERT ZONE

SUNNY. NORTHEASTERLY WINDS LOCALLY 15 TO 30 MPH NORTHERN AND EASTERN PORTIONS

OTHERWISE MOSTLY 8 TO 18 MPH.

HIGH DESERT: MAX TEMP 68 TO 78. MIN RH 8 TO 18 PERCENT.

LOW DESERT: MAX TEMP IN 80'S. MIN RH 10 TO 20 PERCENT.

..OUTLOOK FOR WEDNESDAY...

FAIR. MUCH WARMER MOST AREAS WITH LITTLE CHANGE IN RH. WINDS DECREASING.

HENDERSON

TODAYS FIRE SPREAD INFORMATION IS BASED ON YESTERDAYS PM WEATHER INFORMATION

***FIRESCOPE FIREST PROGRAM**
INPUT FROM TERMINAL OR FILE?F

:::::FIRE SPREAD FORECASTS BASED ON NEARBY WEATHER STA. INS FORECAST
INPUT FILENAME FOR WX INPUT?FSM551

FIRE SPREAD LOCATION	MODEL TYPE	FORECAST SLOPE %	VALID AGE YRS	MON OCT 27 1980 FFM %	WS MPH	LENGTH FT/HR	ACRES AC/HR	DIRECTIO DIR
ICHU	G	40	1	7.	13.	2919.	33.	NW
ENA	B	40	40	7.	18.	6819.	154.	NW
ROSVLY	B	45	44	6.	10.	4201.	62.	NW
TEMESC/L	G	30	1	7.	8.	1651.	13.	NN
WRMSPR	G	50	1	6.	20.	5130.	87.	NW
NEWHAL	G	25	1	7.	13.	2420.	27.	NN
LTLTEE	G	50	1	8.	6.	1968.	12.	SW
TANBRK	B	55	17	6.	8.	2897.	24.	SW
HOMROC	G	30	1	8.	16.	2901.	35.	NW
DEVORE	B	60	15	10.	10.	2693.	20.	SW
MILLCK	B	55	33	10.	6.	2372.	17.	NW
BANING	C	50	38	11.	15.	5716.	105.	NW
TEMESC	B	60	50	10.	8.	4543.	64.	NW
KEENWL	B	40	50	10.	15.	6244.	133.	NW
JULIAN	B	60	50	14.	20.	8743.	222.	SW
TRABUC	B	40	50	10.	9.	3965.	60.	SW
RAMONA	B	10	40	13.	16.	5158.	101.	NW
FIGROA	B	40	40	8.	15.	5527.	104.	NW

RETURN TO AFFIRMS (YES/NO)?RYE

AN UNDEFINED SYMBOL WAS REFERENCED

LINE CALLING-ROUTINE

'160
ADY

WHAT?
LOGIN SSM

FILE READ AM701

21 NOW EXECUTING FILE 'AM701

-----10/27/80--FCST--16:57GMT-----
 STAT'N DY HR W DBT DPT RH AL TL DIR WS 10 TMX TMN HMX HMN P1 P2

FIGOA	27	13	0	65	36	34	1	1	10	8	65	40	85	34	0	0
ROSVLY	27	13	0	68	27	22	1	1	5	7	72	36	70	19	0	0
DUARTE	27	13	0	75	51	43	1	1	7	12	75	52	100	43	0	0
VINCNT	27	13	0	69	25	19	1	1	16	10	82	40	73	15	0	0
WRMSPR	27	13	0	59	22	24	1	1	32	10	65	42	53	24	0	0
NEWHAL	27	13	0	79	48	33	1	1	7	9	79	45	100	33	0	0
BGBEAR	27	13	0	54	41	60	1	1	22	10	60	31	100	49	0	0
LYTLCK	27	13	0	67	51	56	1	1	10	11	70	46	100	50	0	0
DEVORE	27	13	0	68	47	48	1	1	8	11	73	51	87	40	0	0
KNWTHY	27	13	0	57	36	46	1	1	12	11	70	36	100	29	0	0
REDMTN	27	13	0	58	45	61	1	1	19	18	65	40	100	48	0	0
TEMESC	27	13	0	75	49	40	1	1	6	7	76	52	100	40	0	0
VISTGR	27	13	0	55	39	55	1	1	20	18	64	40	96	40	0	0
ALPINE	27	13	0	65	48	54	1	1	5	22	78	50	86	32	0	0
CAMRON	27	13	0	62	47	58	1	1	15	9	75	38	100	37	0	0
OAKGRV	27	13	0	68	45	44	1	1	12	7	75	45	100	37	0	0
PINEHL	27	13	0	57	50	77	1	1	4	24	77	45	100	38	0	0
TENAJA	27	13	0	68	47	48	1	1	8	12	80	50	86	32	0	0

-----10/27/80--FCST--16:58GMT-----
 STAT'N MSGC DY WS WDY HRB 1H 10 HU TH IC LR LO MR MO SC EC BI FL MC R

FIGOA	B3A2	27	10	81	6	6	8	12	11	25	0	0	99	25	14	28	47	38	2	M
ROSVLY	B3A2	27	5	115	4	4	7	14	15	22	0	0	99	22	7	34	36	30	2	M
DUARTE	B4A2	27	7	60	7	7	12	14	14	22	0	0	20	4	16	17	40	29	3	M
VINCNT	B3A2	27	16	60	5	5	10	9	8	62	0	0	36	22	57	33	96	70	4	V
WRMSPR	B3A2	27	32	52	5	5	10	7	8	90	0	0	43	39	163	38	167	99	5	E
NEWHAL	B3A2	27	7	81	6	6	9	18	15	23	0	0	37	9	10	23	38	28	3	M
BGBEAR	C3A2	27	22	114	9	9	10	16	14	29	0	0	30	9	33	11	45	33	3	M
LYTLCK	B5A2	27	10	90	8	8	11	15	12	20	0	0	62	12	20	16	42	31	1	L
DEVORE	F4A2	27	8	81	7	7	11	11	11	28	0	0	62	17	12	12	30	24	3	M
KNWTHY	C3A2	27	12	97	7	7	11	15	12	28	0	0	22	6	19	11	35	25	3	M
REDMTN	B3A2	27	19	68	10	10	18	13	9	13	0	0	22	3	21	2	16	12	1	L
TEMESC	B3A2	27	6	96	6	6	7	15	12	19	0	0	18	3	8	29	37	26	2	L
VISTGR	C4A2	27	20	74	10	10	18	12	10	27	0	0	22	6	40	6	38	27	3	M
ALPINE	B3A2	27	5	113	10	10	22	12	14	6	0	0	29	2	4	0	0	1	0	O
CAMRON	B2A2	27	15	86	8	8	9	14	11	18	0	0	29	5	17	20	43	31	2	M
OAKGRV	B3A2	27	12	96	6	6	7	14	12	23	0	0	49	11	14	29	47	34	2	O
PINEHL	B3A2	27	4	112	13	13	24	15	14	2	0	0	23	0	1	0	0	0	0	O
NAJA	B3A2	27	8	110	8	8	12	14	14	14	0	0	18	3	9	15	28	20	1	L

TODAYS FIRE SPREAD INFORMATION IS BASED ON YESTERDAYS PM WEATHER INFORMATION

COMMAND:LINK FCST1

FIREScope FIRCST PROGRAM
INPUT FROM TERMINAL OR FILE?F

:::::FIRE SPREAD FORCASTS BASED ON NEARBY WEATHER STATIONS FORCAST
INPUT FILENAME FOR WX INPUT?FSM551

FIRE SPREAD MODEL FORECAST VALID TUE OCT 28 1980									
LOCATION	TYPE	SLOPE %	AGE YRS	FFM %	WS MPH	LENGTH FT/HR	ACRES AC/HR	DIRECTIO DIR	
CHUCHU	G	40	1	5.	20.	4885.	87.	EE	
ROSVLY	B	45	44	5.	13.	5465.	101.	EE	
TEMESC/L	G	30	1	3.	20.	4732.	89.	NE	
ISPR	G	50	1	5.	45.	12574.	485.	NE	
WHAHAL	G	25	1	3.	25.	5924.	136.	NE	
LTLTEE	G	50	1	5.	15.	4207.	59.	NE	
TANBRK	B	55	17	5.	9.	3238.	31.	SW	
MOMROC	G	30	1	5.	20.	4486.	80.	NE	
DEVORE	B	60	15	5.	25.	7310.	159.	NN	
MILLCK	B	55	33	5.	8.	2999.	28.	SE	
DANING	C	50	38	6.	30.	12837.	488.	EE	
YUCVLY	C	35	50	5.	20.	8562.	243.	NE	
TEMESC	B	60	50	5.	18.	8880.	231.	NE	
KEENWL	B	40	50	6.	25.	10693.	357.	EE	
JULIAN	B	60	50	6.	30.	13830.	538.	EE	
RAMONA	B	10	40	5.	25.	9508.	303.	EE	
FLYNNS	C	55	32	5.	20.	6808.	140.	EE	
FIGROA	B	40	40	3.	10.	3766.	52.	SE	

RETURN TO AFFIRMS (YES/NO)?YES

NFDR '78 AFFIRMS (F77:294/27/ 3/20)

FOR ASSISTANCE. CALL FTS 554-9458 OR COM (208) 334-9458

LOS ANGELES FIRE WEATHER FORECAST 0830 PST TUE OCT 28 , 80

SOUTHERN CALIFORNIA

RED FLAG WARNING CONTINUING

A COLD HIGH PRESSURE SYSTEM OVER THE PLATEAU ALONG WITH A FAVORABLE UPPER AIR PATTERN HAS BROUGHT DRY, STRONG, AND GUSTY NORTHEAST WINDS TO SOUTHERN CALIFORNIA. THE RED FLAG WARNING APPLIES TO THE MOUNTAIN ZONE WESTWARD. RED FLAG CONDITIONS SHOULD BE ENDING MOST AREAS WEDNESDAY EXCEPT LIKELY CONTINUING SAN DIEGO COUNTY ON WEDNESDAY.

...TODAY...

LOWER COASTAL ZONE

CLEAR. EASTERLY WINDS 20 TO 30 MPH THIS MORNING BECOMING LOCALLY VARIABLE AND ERRATIC IN THE AFTERNOON.

TRENDS: TEMP UP 8 RH DOWN 30 FUEL MSTR DOWN 2 WIND STRONGER

UPPER COASTAL ZONE

INTERMEDIATE ZONE

MOUNTAIN ZONE

CLEAR. NORTHEAST TO EAST WINDS 20 TO 35 MPH WITH GUSTS TO 40 MPH BELOW PASSES AND CANYONS AND GUSTS TO OVER 50 MPH HIGHER SLOPES AND PASSES.

TRENDS: TEMP LTLCG RH DOWN 17 FUEL MSTR DOWN 3 WINDS STRONGER

DESERT ZONE

CLEAR. NORTHEASTERLY WINDS 15 TO 25 MPH AT TIMES.

HIGH DESERT: MAX TEMP 65 TO 75. MIN RH 8 TO 18 PERCENT.

LOW DESERT: MAX TEMP 75 TO 85. MIN RH 8 TO 18 PERCENT.

...TONIGHT...

LOWER COASTAL ZONE

UPPER COASTAL ZONE

INTERMEDIATE ZONE

CLEAR. EAST TO NORTHEAST WINDS 15 TO 30 MPH WITH LOCAL GUSTS TO 40 MPH BELOW PASSES AND CANYONS.

MOUNTAIN ZONE

CLEAR. EAST TO NORTHEAST WINDS 20 TO 30 MPH WITH GUSTS TO 45 MPH HIGHER SLOPES AND PASSES. ALTHOUGH NOT SO STRONG LATE.

DESERT ZONE

CLEAR. EASTERLY WINDS 5 TO 15 MPH.

...WEDNESDAY...

IS ANGELES FIRE WEATHER FL .CAST 1430 PST TUESDAY OCT _8 1980

SOUTHERN CALIFORNIA

3 FLAG WARNING CONTINUES IN EFFECT***

RED FLAG WARNING CONTINUES IN EFFECT OVER ALL AREAS OF SOUTHERN CALIFORNIA FROM THE MOUNTAINS WESTWARD. A COLD HIGH PRESSURE AIRMASS HAS SETTLED OVER THE PLATEAU STATES IN THE WAKE OF A RAPIDLY MOVING UPPER LEVEL TROUGH. THE STRONG PRESSURE DIFFERENCE BETWEEN THE PLATEAU AND SOUTHERN CALIFORNIA IS RESPONSIBLE FOR THE MODERATE TO STRONG SANTA ANA WINDS. AN UPPER LEVEL RIDGE IS EXPECTED TO BEGIN BUILDING OVER THE WESTERN STATES TONIGHT AND WEDNESDAY WITH WINDS DECREASING IN TURN. AIRMASS WILL BEGIN WARMING WEDNESDAY

5 HIGH PRESSURE BUILDS OVER THE DISTRICT.

..TONIGHT...

LOWER COASTAL ZONE

UPPER COASTAL ZONE

INTERMEDIATE ZONE

LEAR. EAST TO NORTHEAST WINDS 15 TO 30 MPH WITH LOCAL GUSTS TO 40 MPH BELOW PASSES AND CANYONS.

MOUNTAIN ZONE

LEAR. WINDS EAST TO NORTHEAST GENERALLY 20 TO 30 MPH WITH GUSTS TO 45 MPH HIGHER SLOPES AND PASSES...BUT WINDS SOMEWHAT LIGHTER ON THE LOS PADRES NF AND A LITTLE STRONGER OVER THE CLEVELAND NF.

DESERT ZONE

LEAR. EASTERLY WINDS 5 TO 15 MPH.

..WEDNESDAY...

LOWER COASTAL ZONE

UPPER COASTAL ZONE

INTERMEDIATE ZONE

SUNNY. EASTERLY WINDS MOSTLY 8 TO 18 MPH WITH LOCAL GUSTS TO 30 MPH BELOW PASSES AND CANYONS MAINLY SOUTHERN PORTIONS.
TRENDS: TEMP UP 6. RH DOWN 2. FUEL MSTR DOWN 1. WINDS DECREASING.

MOUNTAIN ZONE

SUNNY. WINDS DECREASING THROUGH MORNING HOURS AND BY AFTERNOON BECOMING MOSTLY EASTERLY 12 TO 25 MPH BUT LOCALLY TO 35 MPH HIGHER SLOPES AND PASSES MAINLY SOUTHERN PORTIONS.
TRENDS: TEMP UP 4. RH DOWN 2. FUEL MSTR DOWN 1. WINDS DECREASING.

DESERT ZONE

SUNNY. WINDS MOSTLY EAST TO SOUTHEAST 8 TO 16 MPH.
HIGH DESERT: MAX TEMP 72 TO 80. MIN RH 10 TO 18 PERCENT.
LOW DESERT: MAX TEMP IN 80'S. MIN RH 10 TO 18 PERCENT.

OUTLOOK FOR THURSDAY...

FAIR AND WARMER. LIGHT EASTERLY WINDS OVER MOUNTAINS.

HENDERSON

3~HHH
FILE READ AM701

J2I NOW EXECUTING FILE 'AM701

```

-----10/28/80--FCST--16:51GMT-----
STAT'N DY HR W DBT DPT RH AL TL DIR WS 10 TMX TMN HMX HMN P1 P2
FIGOA 28 13 0 67 -37 1 1 1 10 6 67 44 2 1 0 0
ROSVLY 28 13 0 72 31 22 1 1 8 4 74 33 93 21 0 0
DUARTE 28 13 0 79 38 23 1 1 11 10 79 46 100 23 0 0
VINCNT 28 13 0 67 23 19 1 1 25 7 69 38 85 19 0 0
WRMSPR 28 13 0 63 16 16 1 1 35 7 63 44 53 16 0 0
NEWHAL 28 13 0 83 30 15 1 1 19 6 83 44 86 15 0 0
BGBEAR 28 13 0 51 29 42 1 1 30 7 55 28 100 36 0 0
LYTLCK 28 13 0 70 26 19 1 1 27 7 70 36 66 19 0 0
DEVORE 28 13 0 74 24 16 1 1 20 7 74 45 44 16 0 0
KNWTHY 28 13 0 62 9 12 1 1 24 10 62 25 49 12 0 0
REDMTN 28 13 0 64 32 30 1 1 24 12 64 40 74 30 0 0
TEMESC 28 13 0 77 27 16 1 1 14 6 77 46 73 16 0 0
VISTGR 28 13 0 65 27 23 1 1 25 10 65 38 63 23 0 0
ALPINE 28 13 0 72 41 33 1 1 13 13 72 56 74 33 0 0
CAMRON 28 13 0 72 -34 1 1 1 25 8 72 32 72 1 0 0
OAKGRV 28 13 0 76 1 5 1 1 17 5 76 35 61 5 0 0
BTNEHL 28 13 0 65 26 22 1 1 16 11 65 38 85 22 0 0
NAJA 28 13 0 73 36 26 1 1 15 9 78 50 74 26 0 0

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-----10/28/80--FCST--16:52GMT-----
STAT'N MSGC DY WS WDY HRB 1H 10 HU TH IC LR LO MR MO SC EC BI FL MC R
FIGOA B3A2 28 10 74 1 1 6 6 10 99 0 0 99 99 59 73 142 99 4 E
ROSVLY B3A2 28 8 118 4 4 4 16 15 30 0 0 99 30 10 44 49 41 2 M
DUARTE B4A2 28 11 62 5 5 10 15 14 58 0 0 20 12 48 32 89 64 4 V
VINCNT B3A2 28 25 63 4 4 7 11 9 99 0 0 36 36 126 51 170 99 5 E
WRMSPR B3A2 28 35 52 4 4 7 7 8 99 0 0 39 39 249 70 269 99 5 E
NEWHAL B3A2 28 19 78 3 3 6 15 16 87 0 0 37 32 67 48 123 90 5 E
BGBEAR C3A2 28 30 116 6 6 7 17 15 55 0 0 30 17 53 15 64 47 5 V
LYTLCK B5A2 28 27 89 4 4 7 12 11 60 0 0 62 37 44 35 88 68 3 H
DEVORE F4A2 28 20 79 4 4 7 8 10 82 0 0 22 19 51 15 64 47 5 E
KNWTHY C3A2 28 24 95 4 4 10 12 12 88 0 0 22 8 34 18 57 41 2 M
REDMTN B3A2 28 24 70 6 6 12 13 9 36 0 0 18 8 18 40 63 45 2 M
TEMESC B3A2 28 14 94 3 3 6 12 12 44 0 0 18 8 63 14 68 50 5 E
VISTGR C4A2 28 25 73 5 5 10 11 10 80 0 0 22 18 63 14 35 25 2 M
ALPINE B3A2 28 13 113 6 6 13 11 14 22 0 0 29 6 13 16 35 25 2 M
CAMRON B2A2 28 25 83 2 2 8 10 11 99 0 0 29 29 82 48 135 98 3 V
OAKGRV B3A2 28 17 91 2 2 5 9 12 96 0 0 49 47 55 58 123 93 3 V
BTNEHL B3A2 28 16 111 5 5 11 14 14 30 0 0 23 7 16 22 45 32 2 M
NAJA B3A2 28 15 107 5 5 9 12 14 31 0 0 18 6 16 27 49 35 2 M

```

ENTER FUEL TYPE: G
ENTER SLOPE IN PERCENT: 25
ENTER FUEL AGE IN YEARS: 1
ENTER FINE FUEL MOISTURE IN PERCENT: 4
ENTER WINDSPEED IN MPH: 30
ENTER MONTH: 10
ENTER DAY: 28

FORWARD RATE OF SPREAD:	152.	FT/MIN
1 HR ELLIPSE LENGTH :	9116.	FT
1 HR ELLIPSE WIDTH :	1863.	FT
1 HR AREA :	306.	ACRES
1 HR PERIMETER :	313.	CHAINS
FLAME LENGTH :	8.34	FT
BYRAMS INTESITY :	570.84	BTU/SEC/FT

ANOTHER RUN? (Y/N):

ENTER FUEL TYPE: G
ENTER SLOPE IN PERCENT: 25
ENTER FUEL AGE IN YEARS: 1
ENTER FINE FUEL MOISTURE IN PERCENT: 3
~~ENTER WINDSPEED IN MPH: 30~~
ENTER MONTH: 10
ENTER DAY: 28

FORWARD RATE OF SPREAD:	171.	FT/MIN
1 HR ELLIFSE LENGTH :	10287.	FT
1 HR ELLIPSE WIDTH :	2102.	FT
1 HR AREA :	390.	ACRES
1 HR PERIMETER :	353.	CHAINS
FLAME LENGTH :	9.16	FT
BYRAMS INTESITY :	699.26	BTU/SEC/FT

ANOTHER RUN? (Y/N):

DE

ENTER FUEL TYPE: G
ENTER SLOPE IN PERCENT: 25
ENTER FUEL AGE IN YEARS: 1
ENTER FINE FUEL MOISTURE IN PERCENT: 3
~~ENTER MONTH: 10~~

ENTER MONTH: 10
ENTER DAY: 28

FORWARD RATE OF SPREAD: 493. FT/MIN
1 HR ELLIPSE LENGTH : 29606. FT
1 HR ELLIPSE WIDTH : 5029. FT
1 HR AREA : 2684. ACRES
1 HR PERIMETER : 1011. CHAINS
FLAME LENGTH : 15.13 FT
BYRAMS INTESITY : 2083.04 BTU/SEC/FT

ANOTHER RUN? (Y/N): Y

ENTER FUEL TYPE: G
ENTER SLOPE IN PERCENT: 25
ENTER FUEL AGE IN YEARS: 1
ENTER FINE FUEL MOISTURE IN PERCENT: 3
~~ENTER MONTH: 10~~

ENTER MONTH: 10
ENTER DAY: 28

FORWARD RATE OF SPREAD: 585. FT/MIN
1 HR ELLIPSE LENGTH : 35117. FT
1 HR ELLIPSE WIDTH : 5836. FT
1 HR AREA : 3695. ACRES
1 HR PERIMETER : 1198. CHAINS
FLAME LENGTH : 16.39 FT
BYRAMS INTESITY : 2477.72 BTU/SEC/FT

ORGANIZATION ASSIGNMENT LIST		1. INCIDENT NAME CWL #5	2. DATE PREPARED	3. TIME PREPARED
POSITION NAME INCIDENT COMMANDER AND STAFF		OPERATIONAL PERIOD (DATE/TIME) FRIST		
INCIDENT COMMANDER DEPUTY SAFETY OFFICER INFORMATION OFFICER LIAISON OFFICER		SUPPRESSION & RESCUE SECTION CHIEF DEPUTY a. BRANCH I AND DIVISIONS BRANCH DIRECTOR DEPUTY DIVISION DIVISION DIVISION DIVISION DIVISION b. BRANCH II AND DIVISIONS BRANCH DIRECTOR DEPUTY DIVISION DIVISION DIVISION DIVISION DIVISION c. BRANCH III AND DIVISIONS BRANCH DIRECTOR DEPUTY DIVISION DIVISION DIVISION DIVISION DIVISION d. AIR OPERATIONS AIR OPERATIONS AIR ATTACK MANAGER HELICOPTER SUPPORT UNIT HELICOPTER COORDINATOR AIR TANKER COORDINATOR		
5. PLANNING SECTION CHIEF DEPUTY SITUATION STATUS UNIT RESOURCE STATUS UNIT FIRE BEHAVIOR PREDICTION WEATHER OFFICER DOCUMENTATION UNIT TECHNICAL ADVISORS WATER RESOURCE USE ENVIRONMENTAL TRAINING		BRANCH I AND DIVISIONS BRANCH DIRECTOR DEPUTY DIVISION DIVISION DIVISION DIVISION DIVISION b. BRANCH II AND DIVISIONS BRANCH DIRECTOR DEPUTY DIVISION DIVISION DIVISION DIVISION DIVISION c. BRANCH III AND DIVISIONS BRANCH DIRECTOR DEPUTY DIVISION DIVISION DIVISION DIVISION DIVISION d. AIR OPERATIONS AIR OPERATIONS AIR ATTACK MANAGER HELICOPTER SUPPORT UNIT HELICOPTER COORDINATOR AIR TANKER COORDINATOR		
LOGISTICS SECTION CHIEF DEPUTY a. SUPPORT BRANCH DIRECTOR DEPUTY GROUND SUPPORT UNIT COMMUNICATIONS UNIT b. SERVICE BRANCH DIRECTOR DEPUTY SUPPLY UNIT BASE UNIT MEDICAL UNIT		BRANCH I AND DIVISIONS BRANCH DIRECTOR DEPUTY DIVISION DIVISION DIVISION DIVISION DIVISION b. BRANCH II AND DIVISIONS BRANCH DIRECTOR DEPUTY DIVISION DIVISION DIVISION DIVISION DIVISION c. BRANCH III AND DIVISIONS BRANCH DIRECTOR DEPUTY DIVISION DIVISION DIVISION DIVISION DIVISION d. AIR OPERATIONS AIR OPERATIONS AIR ATTACK MANAGER HELICOPTER SUPPORT UNIT HELICOPTER COORDINATOR AIR TANKER COORDINATOR		
7. FINANCE SECTION CHIEF DEPUTY TIME RECORDING UNIT CONTRACTING UNIT CLAIMS UNIT OBLIGATIONS UNIT COMPENSATION UNIT		REMARKS 30 TO 50 MILE AN HOUR WIND DIRECTION CHANGE ALL THE TIME FROM NORTH TO EAST		
203 ICS 8-78		9. PREPARED BY (RESOURCE STATUS UNIT) Wiley Randolph 10-30-80 Document Unit		

[illegible]

Div 'B

1035 hrs.

at north end of
4-2 - Village center

1-1 - " "

5-1 - Dominguez Ranch Rd - & Via BERNARD

4-1 - " " " " "

7-1 - YORBA Linda BLVD
& YORBA RANCH Rd

1-b - Via AMARILLA & Avenida Del Los ARBOLES

6-1 - " " " "

1-4 - Staging assigned to Colgan
3-1 - ESPERANZA Rd - protecting
Ranch - EAST end of Road

1-5 - working for S & R. Bob Linn
Firing operation

PRADO 4 S.T.

DEAN Division "D"

OWL 75

10-29

0751

5. INCIDENT MEDICAL AID STATIONS

MEDICAL AID STATIONS	LOCATION	PARAMEDICS	
		YES	NO
Yorba Regional Park	7600 E La Palma ave		
Red cross Warr	Yorba Regional Park		
CANYON HIGH SCHOOL	IMPERIAL & SANTA ANNA		

6. TRANSPORTATION

A. AMBULANCE SERVICES

NAME	ADDRESS	PHONE	PARAMEDICS	
			YES	NO
Orco - Fire Dept	Paramedic contact ECC			

B. INCIDENT AMBULANCES

NAME	LOCATION	PARAMEDICS	
		YES	NO

7. HOSPITALS

NAME	ADDRESS	TRAVEL TIME		PHONE	HELIPAD		BURN CENTER	
		AIR	GRND		YES	NO	YES	NO
Canyon General	441 Lakeview ave	10		998-4400				
Chapman Gen	2601 E Chapman			633 0011				
St Joseph	1100 W Stewart							
UCLA	101 City Dr Orange			634-5954	X			

8. MEDICAL EMERGENCY PROCEDURES

Ambulance - handled through ORCO communication ECC
Burn center - UCI stabilization
Paramedic - @

MAP

ORCO
Thurs

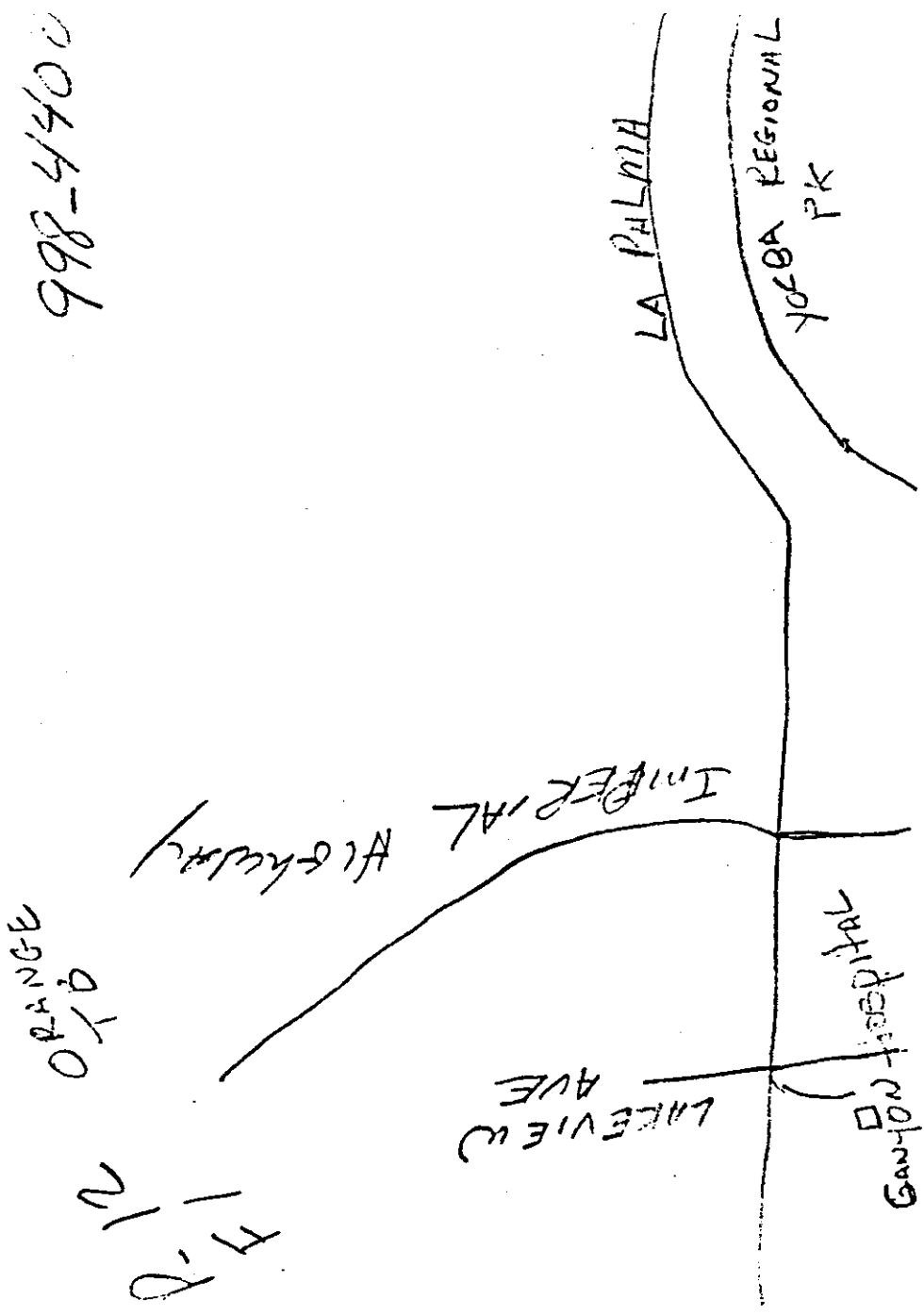
R12 F1

17-F3

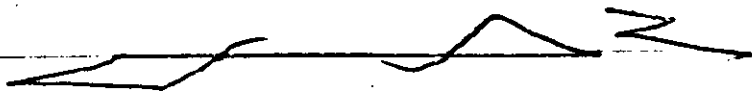
17-B4

16-F3

J. Taylor



IMPERIAL HWY #90



TRANSPORTATION MAP
OUL FIRE
10-28-80

LA
SANTA ANA RIVER

VERMILION FREEWAY

#91

YORBA
REG. PARK

ICP

NO SCALE

6/10/00

INCIDENT STATUS SUMMARY

1. INCIDENT NAME WV, #5		2. JURISDICTION CD - ORCOFD		3. COUNTY W. VIRGINIA		4. DATE 10-28-80		5. TIME 1200					
6. ACTION (SPECIFIC) No. of 4-91 E. of Yorkb Linda S. of Telegraph Co.													
7. INCIDENT TYPE 1105		8. START DATE 10-28-80		9. START TIME 0147		10. CAUSE 1944-1947							
11. ACREAGE 1105		12. PERCENT CONTAINED 25%		13. PERCENT CONTROLLED ---		14. EXPECTED CONTAINMENT NO CONTAINMENT		15. EXPECTED CONTROL NO CONTROL					
16. STRUCTURAL LOSSES DAMAGED 0 LOST 0 EST. \$ LOSS ---				17. OTHER LOSSES ---		18. INJURIES FIRE PERSONNEL --- CIVILIANS ---		19. DEATHS FIRE PERSONNEL --- CIVILIANS ---					
20. CURRENT THREAT (STRUCTURES, WATERSHED) Threat to structures N. 2 Yorkb Linda - on fields E. of Yorkb Linda - ORCOFD - CAUSE No. 3 July 91													
21. CONTROL PROBLEMS (STEEP, ROCKY, FLASHY FUELS, SOFT, WIND WINDS COMPLEX LOC) Hard to													
22. WEATHER CURRENT: TEMP --- HUMIDITY --- WIND DIR/SPEED --- AS OF DATE/TIME --- NEXT OPERATIONAL PERIOD: TEMP --- HUMIDITY --- WIND DIR/SPEED --- AS OF DATE/TIME ---													
23. EQUIPMENT/PERSONNEL													
AGENCIES RESOURCES		CD	LAC	LFD	OES	SBC	USFS	VNC	ORC	Rental	ATC	TOTAL	
ENGINES		10	10			1			65		4	90	
WATER TENDERS									3	2		5	
HAND CREWS		10					2					12	
DOZERS		3							2	2		7	
HELICOPTERS													
FLY CREWS													
AIR TANKERS													
OVERHEAD		22	2						33			57	
NO. OF AIR ATTACK MGR. ACFT													
NO. OF AIR TANKER COORD. ACFT													
TOTAL ASSIGNED PERSONNEL		215	52			4	30		298		16	615	
ROUTING		AGENCY <input type="checkbox"/> --- DATE / TIME / INITIAL				OCC <input type="checkbox"/> --- DATE / TIME / INITIAL				OTHER <input type="checkbox"/> --- DATE / TIME / INITIAL			
25. ASSISTING AGENCIES (LIST) USFS - CA. COUNTY - ORCO PARKS - CH - ORCO SD						26. COOPERATING AGENCIES (LIST) CD - RIO. CO - ORCO CO. -						119	
209		IC 270				PREPARED BY: ---				APPROVED BY: --- DIAMOND SECTION CHIEF			

INCIDENT ACTION PLAN	1. INCIDENT NAME	2. DATE PREPARED	3. TIME PREPARED
	OWL #5	10-28	1500
4. OPERATIONAL PERIOD (DATE/TIME)			
10-28-80 1800 - 0800			
5. GENERAL CONTROL OBJECTIVES FOR THE INCIDENT (INCLUDE ALTERNATIVES)			
1. PROTECT STRUCTURES NORTH AND EAST OF VORPDA LAMP			
2. HOLD FIRE SOUTH OF TELEGRAPH CYN RD. TO ROLLING AT RAMP.			
3. PUT OFF HOND - TELEGRAPH CYN RD. AND LAKEVIEW			
4. HOLD FIRE NORTH OF SPUR ROAD			
6. WEATHER FORECAST FOR OPERATIONAL PERIOD			
Cloudy with winds 20-30 mph (gusts 45 mph)			
Heavy rain at 17. Cool front around 3.			
7. GENERAL/SAFETY MESSAGE			
Hazardous - Heavy & Fast Burning Grass			
4 Highways - Only 1/4 Road - Must Use Safety Equipment			
8. ATTACHMENTS (✓ IF ATTACHED)			
<input checked="" type="checkbox"/> DIVISION ASSIGNMENT LISTS		<input checked="" type="checkbox"/> COMMUNICATIONS PLAN	
<input checked="" type="checkbox"/> INCIDENT MAP		<input checked="" type="checkbox"/> TRAFFIC PLAN	
<input checked="" type="checkbox"/> ORGANIZATION LIST		<input checked="" type="checkbox"/> MEDICAL PLAN	
202	ICS 8-78	9. PREPARED BY (PLANNING SECTION CHIEF)	10. APPROVED BY (INCIDENT COMMANDER)
			120

ORGANIZATION ASSIGNMENT LIST		1. INCIDENT NAME OWIL	2. DATE/TIME 10/28/85	3. TIME REPORTED
POSITION NAME 4. INCIDENT COMMANDER AND STAFF INCIDENT COMMANDER LOGAN DEPUTY COWIE SAFETY OFFICER RICE INFORMATION OFFICER M ^{RS} KEE LIAISON OFFICER _____		OPERATIONAL PERIOD (DATE/TIME) 1800 - 0600		
5. PLANNING SECTION CHIEF WITESMAN DEPUTY _____ SITUATION STATUS UNIT O'NEILL RESOURCE STATUS UNIT HENDERSON FIRE BEHAVIOR PREDICTION _____ WEATHER OFFICER _____ DOCUMENTATION UNIT RANDOLPH TECHNICAL ADVISORS _____ WATER _____ RESOURCE USE _____ ENVIRONMENTAL _____ TRAINING _____		8. SUPPRESSION & RESCUE SECTION CHIEF _____ DEPUTY _____ a. BRANCH I AND DIVISIONS BRANCH DIRECTOR _____ DEPUTY _____ DIVISION A ALBERT DIVISION B FRANKS DIVISION C DELANEY DIVISION E J. BURCH DIVISION _____ b. BRANCH II AND DIVISIONS BRANCH DIRECTOR _____ DEPUTY _____ DIVISION _____ DIVISION _____ DIVISION _____ DIVISION _____ DIVISION _____ c. BRANCH III AND DIVISIONS BRANCH DIRECTOR _____ DEPUTY _____ DIVISION _____ DIVISION _____ DIVISION _____ DIVISION _____ DIVISION _____ d. AIR OPERATIONS AIR OPERATIONS _____ AIR ATTACK MANAGER _____ HELICOPTER SUPPORT UNIT _____ HELICOPTER COORDINATOR ALBERT AIR TANKER COORDINATOR _____		
6. LOGISTICS SECTION CHIEF LORD DEPUTY _____ a. SUPPORT BRANCH DIRECTOR _____ DEPUTY _____ GROUND SUPPORT UNIT TEAGUE COMMUNICATIONS UNIT KERRIGAN b. SERVICE BRANCH DIRECTOR _____ DEPUTY _____ SUPPLY UNIT _____ BASE UNIT _____ MEDICAL UNIT TAYLOR		7. FINANCE SECTION CHIEF SNOW DEPUTY _____ TIME RECORDING UNIT PARSEY CONTRACTING UNIT _____ CLAIMS UNIT _____ OBLIGATIONS UNIT _____ COMPENSATION UNIT _____		
REMARKS 				

[illegible]

[illegible]

[illegible]

BRANCH _____				1. INCIDENT NAME <div style="font-size: 1.5em; font-family: cursive;">CWL</div>		2. DATE PREPARED <div style="font-size: 1.2em; font-family: cursive;">1/25/51</div>	3. TIME PREPARED <div style="font-size: 1.2em; font-family: cursive;">1700</div>		
DIVISION <u>E</u> ASSIGNMENT LIST									
4. OPERATIONAL PERIOD (DATE/TIME) <u>1800-0600</u>									
5. SUPPRESSION AND RESCUE PERSONNEL SUPPRESSION AND RESCUE CHIEF <u>STONE</u> BRANCH DIRECTOR _____ DIVISION SUPERVISOR <u>BURCH</u>									
6. RESOURCES ASSIGNED									
STRIKE TEAM/INCREMENT DESIGNATOR				LEADER (NAME)		NO. OF PERSONNEL			
AGENCY	S/T	TYPE-KIND	ID. NO.						
RVC	S/T	E-2	6113	ENGLE					
COF	S/T	BDH	1	BRUBINWITZ		7			
COF	S/T	BDH							
CES	S/T	E-2	601	SECUNDE					
7. CONTROL OPERATIONS <u>MAP-UP AND PATROL, KEEP FIRE FRONT MOVING WEST OR SOUTH.</u>									
8. SPECIAL INSTRUCTIONS <u>PICK-UP LUNCHEES PRIOR TO GOING OUT ON LINE.</u>									
9. DIVISION COMMUNICATION SUMMARY									
FUNCTION		FREQ.	SYSTEM	CHAN.	FUNCTION		FREQ.	SYSTEM	CHAN.
COMMAND	LOCAL				STATUS/ LOGISTICS	LOCAL			
	REPEAT					REPEAT			
DIV. TACTICAL					GROUND TO AIR				
204		ICS 8-78		10. PREPARED BY (RESOURCE STATUS UNIT) <div style="font-size: 1.5em; font-family: cursive;">S. CRAIG</div>			11. APPROVED BY (PLANNING SECTION CHIEF)		

SOUTHERN CALIFORNIA

▲▲▲▲▲ RED FLAG WARNING CONTINUES IN EFFECT ▲▲▲▲▲

RED FLAG WARNING CONTINUES IN EFFECT OVER ALL AREAS OF SOUTHERN CALIFORNIA FROM THE MOUNTAINS WESTWARD. A COLD HIGH PRESSURE AIRMASS HAS SETTLED OVER THE PLATEAU STATES IN THE WAKE OF A RAPIDLY MOVING UPPER LEVEL TROUGH. THE STEADY PRESSURE DIFFERENCE BETWEEN THE PLATEAU AND SOUTHERN CALIFORNIA IS RESPONSIBLE FOR THE MODERATE TO STRONG SANTA ANA WINDS. AN UPPER LEVEL RIDGE IS EXPECTED TO BEGIN BUILDING OVER THE WESTERN STATES TONIGHT AND WEDNESDAY WITH WINDS DECREASING IN TURN. AIRMASS WILL BEGIN WARMING WEDNESDAY AS HIGH PRESSURE BUILDS OVER THE DISTRICT.

...TONIGHT...

LOWER COASTAL ZONE

UPPER COASTAL ZONE

INTERMEDIATE ZONE

CLEAR. EAST TO NORTHEAST WINDS 15 TO 30 MPH WITH LOCAL GUSTS TO 40 MPH BELOW RIDGES AND CANYONS.

MOUNTAIN ZONE

CLEAR. WINDS EAST TO NORTHEAST GENERALLY 20 TO 30 MPH WITH GUSTS TO 45 MPH HIGHER SLOPES AND PASSES...BUT WINDS SOMEWHAT LIGHTER ON THE LOS PADRES NF AND A LITTLE STRONGER OVER THE CLEVELAND NF.

DESERT ZONE

CLEAR. EASTERLY WINDS 5 TO 15 MPH.

WEDNESDAY...

LOWER COASTAL ZONE

UPPER COASTAL ZONE

INTERMEDIATE ZONE

SUNNY. EASTERLY WINDS MOSTLY 8 TO 18 MPH WITH LOCAL GUSTS TO 30 MPH BELOW RIDGES AND CANYONS MAINLY SOUTHERN PORTIONS.

TRENDS: TEMP UP 6. RH DOWN 2. FUEL MSTR DOWN 1. WINDS DECREASING.

MOUNTAIN ZONE

SUNNY. WINDS DECREASING THROUGH MORNING HOURS AND BY AFTERNOON BECOMING MOSTLY EASTERLY 12 TO 25 MPH BUT LOCALLY TO 35 MPH HIGHER SLOPES AND PASSES MAINLY SOUTHERN PORTIONS.

TRENDS: TEMP UP 4. RH DOWN 2. FUEL MSTR DOWN 1. WINDS DECREASING.

DESERT ZONE

SUNNY. WINDS MOSTLY EAST TO SOUTHEAST 8 TO 16 MPH.

HIGH DESERT: MAX TEMP 72 TO 80. MIN RH 10 TO 18 PERCENT.

LOW DESERT: MAX TEMP IN 80'S. MIN RH 10 TO 18 PERCENT.

...OUTLOOK FOR THURSDAY...

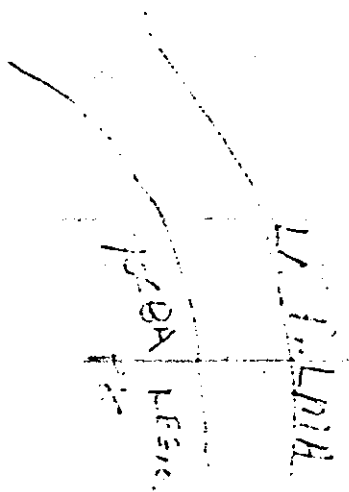
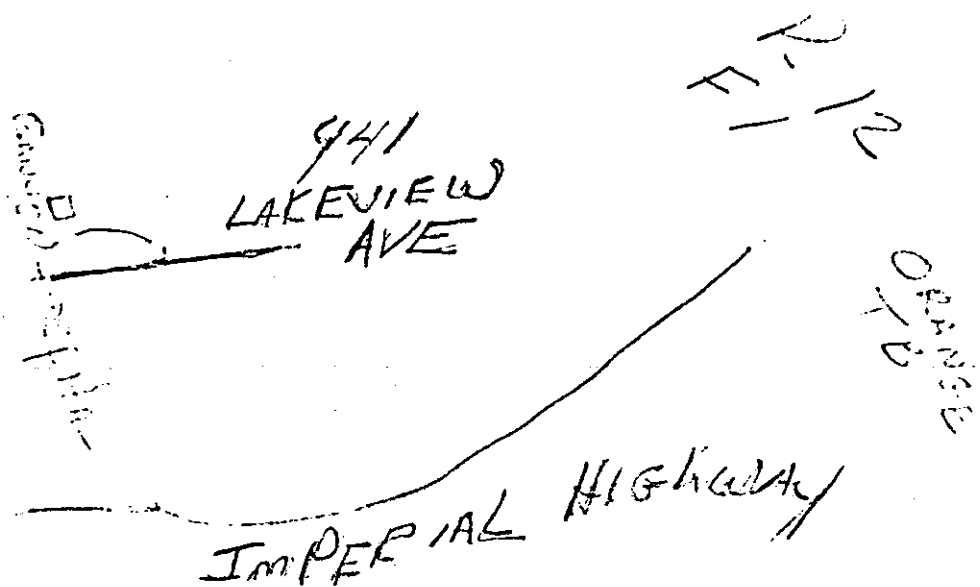
WARM AND WARMER. LIGHT EASTERLY WINDS OVER MOUNTAINS.

MEMPHISON

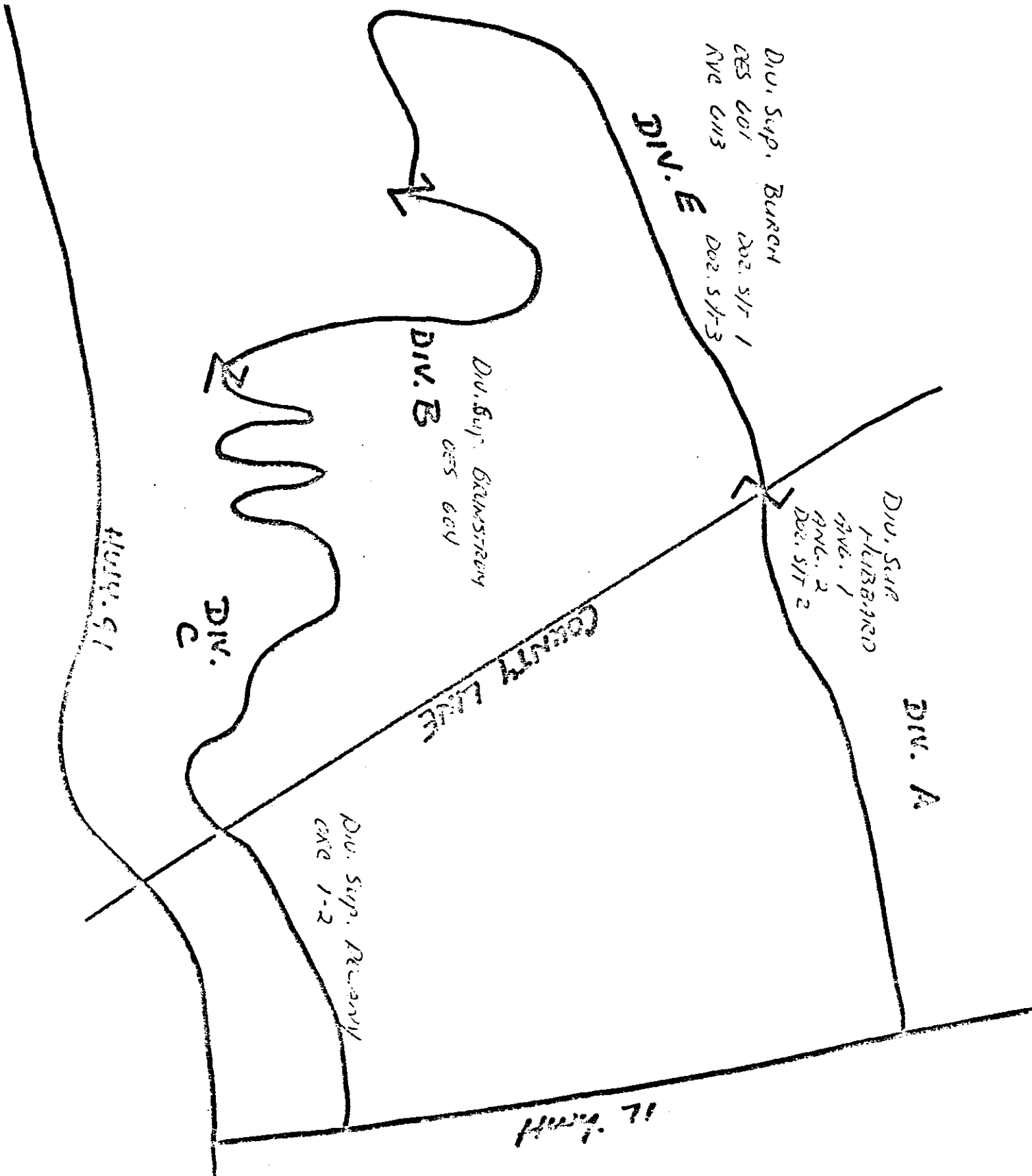
COMMENT:

INCIDENT RADIO COMMUNICATIONS PLAN				1. INCIDENT NAME	2. DATE/TIME PREPARED	3. OPERATIONAL PERIOD DATE/TIME
				Q21	10/28/80	Night
4. BASIC RADIO CHANNEL UTILIZATION						
SYSTEM/CACHE	CHANNEL	FUNCTION	FREQUENCY	ASSIGNMENT	REMARKS	
B.I.F.	2	crew to crew	168.200	Tactical	All orders are to be placed on B.I.F. Channel by the S.I.R. or Deputy S.I.R.	
B.I.F.	4	Command	168.100	Division Supervisor, Strike Team Leader, S.I.R. & I.C.		
B.I.F.	5	Command	170.450	Divisional Supervisor, Strike Team Leader, S.I.R. & I.C.		
C.D.F.	—	Air to Air	122.850	Tactical Air	Crew leaders are to contact Supervisors on 151.355 (State Nat) when possible. Utilize 151.265 when necessary.	
C.D.F.	—	crew to crew	151.355	crew leaders, Divisional Supervisor, Strike Team Leaders, S.I.R. & I.C.		
C.D.F.	—	crew to crew	151.265	Tactical	170.450 will be used if required for emergency communications. Comm. will advise.	
				5. PREPARED BY: (COMMUNICATIONS UNIT)		
				ICS		

MEDICAL PLAN	INCIDENT NAME <i>14th</i>	DATE <i>10-20</i>	TIME <i>15:00</i>	LOCATION <i>San Juan - 2010</i>				
5. INCIDENT MEDICAL AID STATIONS								
MEDICAL AID STATIONS	LOCATION	PARAMEDICS						
		YES	NO					
<i>Yorba Regional Park</i>	<i>7600 E La Tijera Ave</i>		<input checked="" type="checkbox"/>					
<i>Red Cross unit 8 km</i>								
<i>Canyon High School Imperial Santa Ana</i>								
6. TRANSPORTATION								
A. AMBULANCE SERVICES								
NAME	ADDRESS	PHONE	PARAMEDICS					
			YES	NO				
<i>Orco Fire</i>	<i>contact ECC</i>	<i>970-1400</i>	<input checked="" type="checkbox"/>					
	<i>communication</i>							
	<i>Yorba Regional Park</i>	<i>779-2374</i>						
B. INCIDENT AMBULANCES								
NAME	LOCATION	PARAMEDICS						
		YES	NO					
	<i>contact through</i>							
	<i>Orco Fire, ECC</i>							
	<i>Command Post</i>							
<i>Orco medic 26</i>	<i>staged station 10</i>	<input checked="" type="checkbox"/>						
C. HOSPITALS								
NAME	ADDRESS	TRAVEL TIME		PHONE	HELIPAD		BURN CENTER	
		AIR	GRND		YES	NO	YES	NO
<i>Canyon General</i>	<i>441 Jalewille Ave</i>	<i>5</i>	<i>10</i>	<i>998-4400</i>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
<i>Chapman Gen</i>	<i>2601 E Chapman</i>			<i>633-0001</i>				
<i>CHC</i>	<i>101 City Dr Orange</i>	<i>8</i>	<i>15</i>	<i>634-5934</i>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
8. MEDICAL EMERGENCY PROCEDURES								
<i>medic thru through Orange Co fire to main hospital</i>								
<i>Burn center with stabilization moved to Shuman</i>								
<i>helicopter if possible</i>								
<i>Canyon Hospital Thomas Burn</i>								
<i>P-12</i>								
<i>FI</i>								
206	ICS 8-78	9. PREPARED BY (MEDICAL UNIT LEADER) <i>Va. Juller</i>			10. REVIEWED BY (SAFETY OFFICER)			128



998-414
EXT 2251



998-4400
EXT. 2251

05/05/00

7-4-00

IMPERIAL Highway

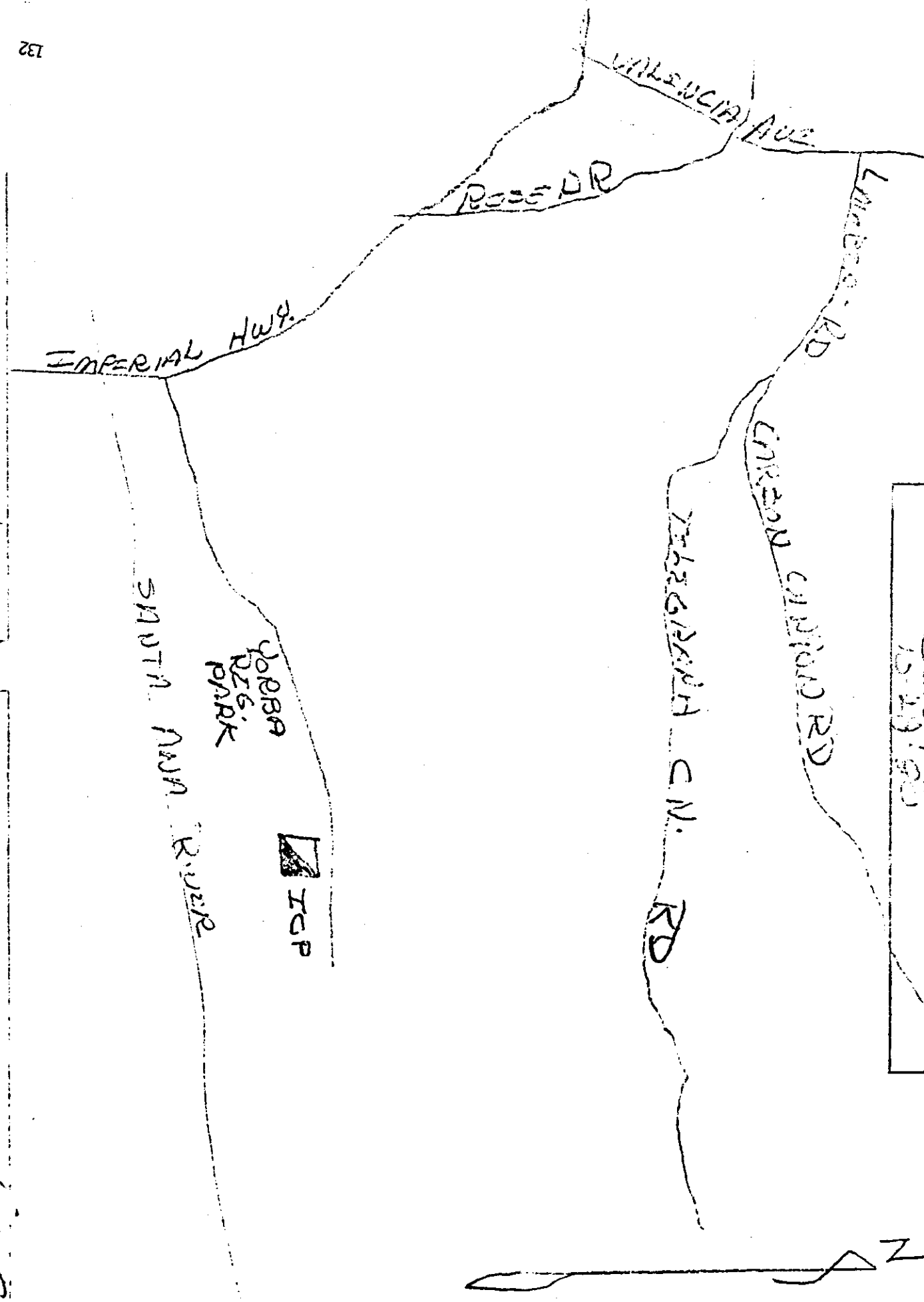
941
LAKEVIEW
AVE

San Diego Freeway

LA PALMA

9500A REGIONAL
PK

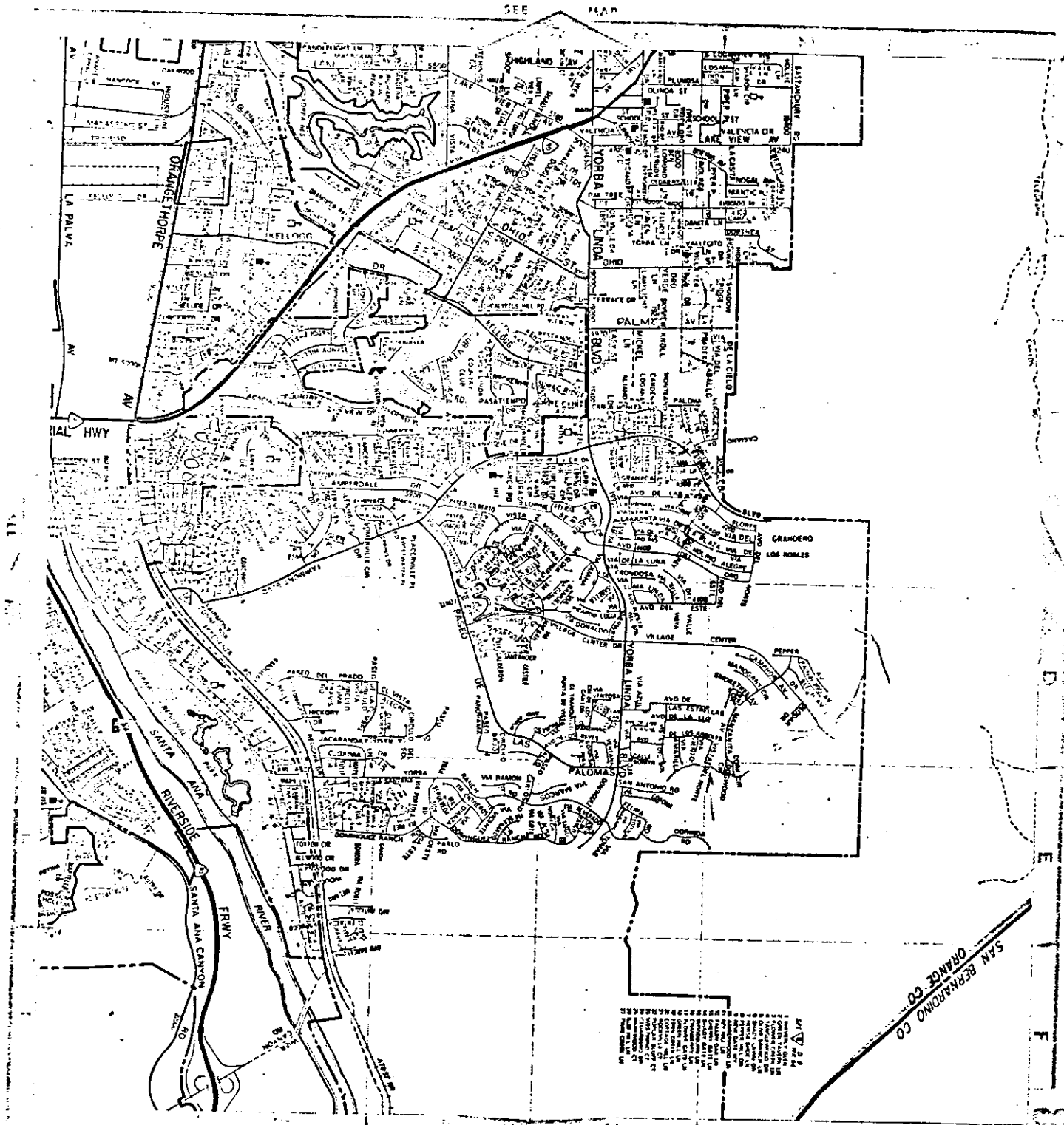
TRANSPORTATION MAP
 DUB FIRE
 10-19-90



10/19/90

5-10

SEE PLAN



SAN BERNARDINO CO
ORANGE CO