

# FINAL REPORT FOR OFFICIAL USE ONLY



United States Department of Agriculture  
Forest Service

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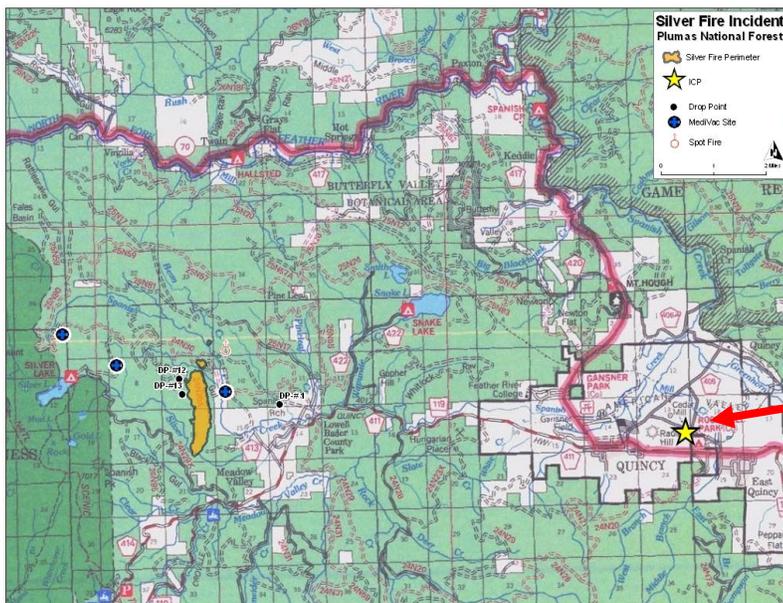
## Accident Investigation Report

### Serious Injury Investigation Factual Report

#### Silver Fire Gray Water Truck Accident

Region 5, Plumas National Forest  
Quincy, CA

September 21, 2009



**Accident Investigation  
Report**

**Serious Injury Investigation  
Factual Report**

**Silver Fire Gray Water Truck Accident**

Region 5, Plumas National Forest  
Quincy, CA

September 21, 2009

**Investigation Team:**

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Tina Terrell, SQF Date

Chief Investigator: \_\_\_\_\_ */s/ Lisa Halop* \_\_\_\_\_ 7/9/2010  
Lisa Halop, ENF Date

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## *I. Executive Summary*

On September 19, 2009, an Incident Command Post (ICP) was established at the Plumas County Fairgrounds in Quincy, CA, in response to the Silver Fire in the Plumas National Forest, which posed a potential threat to homes and other structures.

On September 20, 2009, a 1990 International model 8100 gray water truck driven by a licensed operator employed by a Forest Service contractor was assigned to the Silver Fire. Its function was to remove gray water from the shower units located in the center of the lawn area at the ICP inside the Plumas County Fairgrounds racetrack.

When the crew sleeping area was filling up with assigned resources, the Facilities Unit Leaders (FACL-1, FACL-2) gave permission for a CCC crew to relocate their sleeping tents to the east lawn area inside the racetrack near the showers to be closer to the kitchen (where they would be working) and also not to impact the general crew sleeping area. Later, a Shasta Hotshot crew requested and received permission from the Facilities Unit Leaders to bed down in the racetrack lawn area for day sleeping. Some BLM Hot Shots set up their sleeping gear just south of the CCC crew, and other tents were noted in photographs of the site located on the far west side of the track [afterwards].

Simply by virtue of the presence of the many sleeping bags and tents both east and west of the centralized shower unit, it was apparent the lawn area inside the track evolved into a recognizable sleeping area. Crew vehicles were prohibited in that area by the Facilities Unit Leaders. The sleeping areas on the lawn area inside the racetrack were not roped or taped off, or otherwise signed.

On September 21, 2009, at approximately 2130 hours, the gray water truck driver (TD), 59 years old, drove into the center of the racetrack from the west end of the track. After pumping the gray water from the shower holding bladder(s) into the truck, he proceeded to turn the truck around to position it to exit the area at the NE side of the track.

The gray water truck struck the FF with its right front tire while moving forward and again when in reverse. TD exited the truck twice, in response to hearing unusual noises but did not see the FF's sleeping bag until the second time he looked, after backing up. Once the TD saw that the FF was injured, he ran to get medical aid from the ICP medical unit. The FF was initially unconscious, but regained consciousness soon after while receiving preliminary medical aid from BLM and ICP EMTs. A BLM crewmember called 911 at 2237 hours.

The FF was driven by ambulance to Plumas District Hospital in Quincy, CA, and subsequently medivac-ed to the Enloe Medical Center in Chico, CA, where she was hospitalized and treated for injuries to her chest, lungs and arm.

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FS Law Enforcement & Investigations (LEI) was notified and a Special Agent (SA) reported to the scene September 22, 2009, to determine whether any criminal activity had occurred necessitating further investigation.

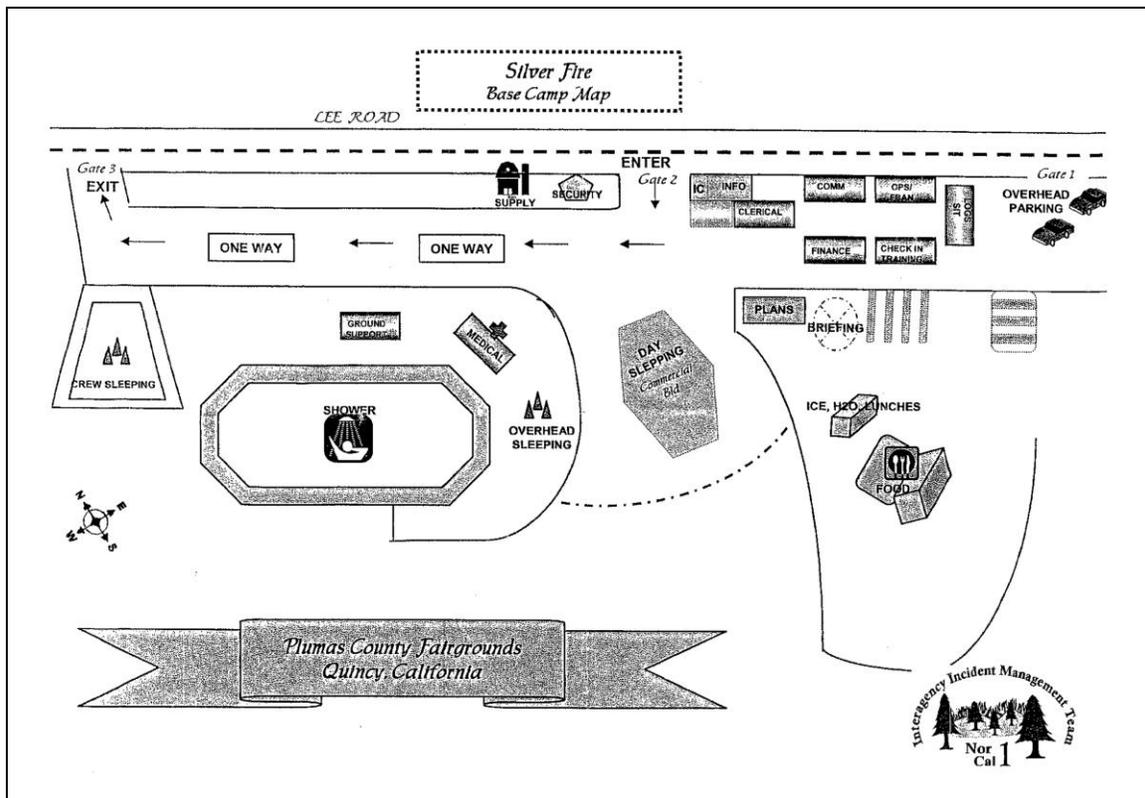
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## II. Narrative

### Background:

The Silver Fire was a human-caused fire that started September 19, 2009, at approximately 1445 hours two miles NW of Meadow Valley on the Plumas NF. Initially, on September 19, 2009, the fire was managed by a local Type 3 team and PNF-IC. Given the complexity and potential of structures being threatened it was transitioned to a Type 2 NORCAL Incident Management Team the following day. Members of the NORCAL Team 1 Operations Section began managing the incident at 0600 hours, September 20, 2009, with the official transfer of command occurring at 1200 hours.

FACL-T and FACL-PNF arrived at the ICP at 1630 hours September 19, 2009. The ICP was established at the Plumas County Fairgrounds by the local Plumas NF logistics team. Traffic flow patterns, security, sleeping areas for crew and overhead were identified and flagged. Showers and a national caterer "Port-a-Pit" were already established September 19, 2009, when NORCAL Team 1 took over the incident.



Initially there was some conflict with the fairgrounds personnel with regard to access to potable water and disposal of gray water. This was solved by an agreement that the fairgrounds would supply the potable water needed for the ICP personnel, but the gray water would need to be collected and then disposed of offsite. This was accomplished by a pre-season agreement/contract which enabled dispatch to order

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a water truck capable of pumping out the gray water collected from a “bladder” outside the shower unit, the handwashing units and kitchen, once or twice a day.

A Solicitation/Contract Order for Commercial Items Incident Blanket Purchase Agreement (I-BPA) # AG-9J61-S-7008 was awarded to PS, effective dates August 12, 2009 – August 12, 2012, to provide for a gray water truck and an operator. The I-BPA does not specify how many operators were assigned to the truck. The truck and TD were dispatched to the Silver Fire from September 20 - 22, 2009, to remove gray water from showers, handwashing units and kitchen at the ICP.

This truck, a 1990 International model 8100 gray water truck is a large commercial vehicle and weighs about 13,500 lbs. At the time of the incident, the driver told CHP he had just recovered about 1500 gallons of gray water from the shower bladder, which weighs an additional 12,510 lbs. The truck was scheduled to pump at night and after showers in the mornings to handle peak times. The operator usually does not have a spotter.



Gray water truck E-27

The truck was subjected to a Pre-Use Inspection on September 20, 2009, prior to its being placed into service. The truck passed the mechanical inspection; reported as satisfactory for use.

FACL-2 arrived September 20, 2009 at 0900 hours and proceeded to set up “Camp-in-a-Box” and supply, and smooth out the traffic pattern with FACL-T and FACL-PNF. After discussion and agreement with FACL-1, he gave permission for the CCC crew to relocate their sleeping area to the east lawn near the showers inside the racetrack to be closer to the kitchen (where they would be working) and away from the general crew sleeping area.

Later on the same day a Shasta Hotshot crew requested and received permission from the FACL-1 and FACL-2 to bed down in the racetrack lawn area for day sleeping. Some BLM Hot Shots set up their sleeping gear just south of the CCC

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crew and other tents were noted in [later] photographs of the site located on the far west side of the track.

The CCC crew tents were set up on the east side of the lawn area. A BLM Hot Shot crew was bedded down just south of the CCC tents on the lawn area. A single firefighter (FF) from a USFS Hotshot crew was bedded down in a sleeping bag and space blanket on the lawn area located approximately midway between the BLM and CCC crews.

Simply by virtue of the presence of many sleepers, sleeping bags and tents, to the east and west of the shower unit, it was apparent the lawn area inside the track had evolved into a recognizable sleeping area. Crew vehicles were prohibited in that area by FACL-1 and FACL-2. The sleeping areas on the lawn area inside the racetrack were not roped or taped off, or otherwise signed.

The temperature on September 21, 2009 at the time of the incident was 53°F and was not a contributing factor to the accident. The moon was a “waxing crescent” and provided no significant illumination at the time of the incident. Relative humidity was 19 percent. There was no precipitation at the accident site and the winds averaged 1 mph. Visibility in the vicinity of the accident was not obscured by fog or smoke.

Work-Rest Guidelines were followed.

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### Chronology of Events:

Date	Time	Logistics	Gray Water Truck	Salmon River Hotshots	Victim
9/19/09	1445	Silver Fire Initial attack local Type 3 IC, 150 acres, Type II IMT ordered			
	1630	Plumas extended attack begins to set up Fire camp at Plumas County Fairgrounds under PNF IC		At home unit	With crew
		Fairgrounds noted schedule conflict Elks event and Rodeo planned for Thurs. 9/24/2009			
		Shower and kitchen units set up			
		Initial traffic pattern established and signage posted			
		Security on scene to direct traffic			
		Main crew sleeping area established on west end of facility and signage posted; Day sleep area setup in building and signage posted			
	1800	NorCal Team I Type II IC assigned			
	2400			Arrive and bed down on grass near sleeping area	Sleeps next to crew

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<b>Date</b>	<b>Time</b>	<b>Logistics</b>	<b>Gray Water Truck</b>	<b>Salmon River Hot Shots</b>	<b>Victim</b>
9/20/09	0600			On duty fire line	With crew
	0630	Silver Fire local Type 3 IC, 300 acres, 310 total personnel committed, 60% contained			
	0900	FACL-2 arrives, and setup "Camp in a Box" and supply, traffic pattern tuned up			
	0920	Water issues, Potable & Gray. Contract utilized for gray water truck			
	1000	BCMG-T arrives and map created and printed			
	1030	FACL-1 arrives. Drove traffic pattern to familiarize himself. In-brief with FACL-2, FACL-T and BCMG-T	Arrives on site, empties gray water		
	1200	NorCal Team I Type II IC transitions into command			
	1400	Permission given to CCC crew by FACL-1 and 2 to sleep on east lawn, inside of race track, by showers			
	PM	Sleeping, parking, kitchen, and shower unit signage posted			
		Permission given to Shasta Hotshot crew by FACL-1 and 2 to sleep on lawn inside of racetrack. Instructions given that no crew vehicles allowed inside of track.			
		Other crews began to set up for sleeping on lawn inside racetrack			
		Crew sleeping area filled to about 80% capacity			
	1800	Silver Fire local Type 2 IC, 300 acres, 310 total personnel committed, 200 dwellings at risk, 80% contained.			
	Evening	Security received maps of ICP			
	2145			Off duty. ICP full, parked / slept near horse stalls. "Some" crewmembers may have slept inside track on lawn.	Sleeps on lawn inside of racetrack

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<b>Date</b>	<b>Time</b>	<b>Logistics</b>	<b>Gray Water Truck</b>	<b>Salmon River Hot Shots</b>	<b>Victim</b>
<b>9/21/09</b>	0530	Silver Fire local Type 2 IC, 300 acres, 310 total personnel committed, 200 dwellings at risk, 80% contained			
	0600			On duty fire line	With crew
		First Full Day of Operation. Final ICP map printed			
	0930		Arrives on site, empties gray water		
		Walk around FACL-1, SOF-1 & BCMG-T inspect site			
	2130			Off duty. ICP full, parked / slept near horse stalls. Received permission to sleep inside track on lawn.	Sleeps on lawn inside of racetrack. FF
	2200		Arrives on site, empties gray water		
	2230				Injury to firefighter

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9/22/09	0600	Silver Fire local Type 2 IC, 307 acres, 638 total personnel committed, 100% contained. Mopup			
		Sleeping overflow area designated east of carnival area			
		FACL-1, SOF-2 walk around IC, added more signage and barricades			

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The Salmon River Hotshots are based out of Ft Jones, CA, on the Klamath NF. The superintendent (SRHSS) has supervised this crew of 20 since it was formed in 2003. They were dispatched to the Silver Fire September 19, 2009, from their home unit. They arrived at the ICP late that evening and went on shift at 0600 the following morning. FF is a member of this crew and has been for two years. She is the only female member, but has always worked well with the entire crew, which is described as a cohesive unit. She has never felt ostracized or unaccepted by the crew. Her supervisor described her as the “mother hen” that the other members could come to, to “talk.”

When they arrived at the ICP late at night September 19, 2009, it was already crowded but they were able to find a place to bed down on grass near the designated sleeping area at the far west end of the ICP. Directional signs for traffic flow and location areas (sleeping, showers, etc.) were posted.

On shift for about 16 hours the following day September 20, 2009, they returned to the ICP at approximately 2145 hours. It was difficult to find parking since by then more resources had arrived; at least two strike teams and two hot shot crews. They parked near some stables and most of the crew slept nearby although the SRHSS thinks “some” of the crew may have slept inside the racetrack area on the lawn. FF slept on the lawn in the center of the racetrack.

The following day, September 21, 2009, they returned to the fireline and worked another long shift, returning at about 2130 in time to eat dinner. The ICP was more crowded; parking and sleeping areas were difficult to find. The SRHSS gave permission to his crew to sleep inside the fairgrounds racetrack area on the lawn. He was aware that the FF decided to sleep on the lawn area inside the track on that evening but did not see her after 2200 hours.

At approximately 2130 hours, the gray water truck drove into the center of the racetrack from the west end of the track. After pumping the gray water from the shower holding bladder(s) into the truck, the TD proceeded to turn the truck around to position it to exit the area at the NE side of the track.

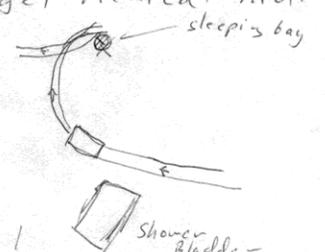
Between 2230 and 2345 hours the FF was injured by the gray water truck when it struck the FF sleeping on the ground inside the lawn area of the racetrack. Medical aid was rendered by a nearby BLM Hotshot crew and ICP medical staff, 911 was notified, CHP and an ambulance responded and the FF was taken by ambulance to Plumas District Hospital in Quincy, CA. She was subsequently medivac-ed to the Enloe Medical Center in Chico, CA, where she was hospitalized and treated for injuries to her chest, lungs and arm. The FF's family was notified and the IC and the SRHSS followed her to the hospital and then later to the medical center in Chico, CA, at about 0130- 0200 hours where they stayed for at least 4-5 hours when the FF's father informed them the FF was in stable but critical condition.

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## Post Accident Investigation:

Immediately after the accident on September 21, 2009, the CHP officer collected information from witnesses to the accident, interviewed the TD and obtained personal information about the FF for his report. The SOF-2 secured the site (taped it off) and had additional photographs taken as well. He had all witnesses write down what they had seen or heard, (including from the TD) and collected the documents.

9-21-09  
AT App. 10<sup>00</sup> P I was pumping the Showers on The Grass Behind the Trailers. After Pumping for 25<sup>25-30"</sup> App. I Got in To The Truck Turned Headlites on and started To Drive away with Front wheels Cramped Fall To The RT. After moving 25-30' I Heard a noise That I thought was Hose on The Truck falling. (a Klunk). I Stopped, got out went To The rear To check Hoses, and Found Nothing. AT That Time I hooked In Front of The Truck and found nothing I got in Pat Truck in reverse, cramp- ing wheels To The Right as I was Backing UP. That's when I saw a Black Sleeping Bag on The Ground in The head lites. There where No other people around, I Ran To get Medical Aid.



Probably should read "left"

Written statement from TD 9/21/2009

FS LEI was notified immediately after the incident occurred and a Special Agent (SA) reported to the scene September 22, 2009, to determine whether any criminal activity had occurred necessitating further LEI investigation. The SA collected documentation from the SOF-2 consisting of unit logs and written statements from the witnesses to the incident the night before. FS LEI decided an agency LEI investigation was not warranted and released the scene to the Safety Accident Investigation Team (SAIT) for a safety investigation.

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When the Regional Safety and Health Manager and Deputy Regional Forester were notified by the PNF of the incident September 22, 2009, a Regional Safety Investigation was initiated. A Regional Safety Accident Investigation Team (SAIT) was assembled and the Chief Investigator (CI) arrived on scene in Quincy, CA, on September 23, 2009. The rest of the SAIT arrived later that day.

When the SAIT reported to the scene September 23, 2009, the SA gave the Chief Investigator (CI) copies of the documents he had collected. The SA specifically prohibited the CI from contacting the CHP or the FF for information concerning the incident. The CHP report was not received by the CI until after October 27, 2009.

The ICP unit leaders, PNF line officers and the SAIT had an in-briefing the afternoon of September 23, 2009. At that time the SOF-2 gave more copies of the same unit logs and handwritten witness statements to the team received earlier from the SA. He also gave the team photographs taken of the accident site on September 21, 2009 and September 22, 2009. The team went to the accident site at the ICP, by which time the tape (securing the scene) had been removed and the truck was gone.

The severity of the FF's injuries precluded the SAIT from obtaining any information from her concerning the events leading up to the accident until months later after an extended stay in the hospital and further therapy.

The TD spoke to the CHP officer on scene at the time of the incident and gave a brief written statement to the Incident SOF-2. He remained on site, since he was staying in a trailer on the fairgrounds provided by his employer, PS. CHP placed him on a 24 hour "hold" (prohibition from driving a commercial vehicle) as a result of a positive alcohol reading on a field sobriety test.

The SAIT proceeded to conduct a safety investigation, interviewing all the available ICP personnel, obtaining photographs from those who took them and taking more as well. The SAIT visited the site three times, taking measurements and obtaining documents concerning the fire suppression activities and contracting documents for the gray water truck. The CI contacted both PS and TD and set up an appointment for September 24, 2009, for an interview with TD. Subsequently, his employer, PS, retained an attorney who has advised both PS and the TD not to provide any more information voluntarily regarding the events of the accident. To date the TD has not been interviewed by the SAIT.

The handwritten statement from the TD (see previous page), and a CHP police report reflecting an interview with the TD, obtained the same night as the incident, are considered to be the best evidence available at this point. Since the TD and PS are now represented by counsel it is doubtful that any new information will be forthcoming from them.

The CHP report contains information concerning the officer's interview of the TD and his subsequent admission that he did not see the victim before striking her with the truck. Based on the officer's detection of a stale odor of alcohol coming from the

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TD's breath, he performed field sobriety test and also used a Preliminary Alcohol Screening Device (breathalyzer). The results were .011 blood alcohol content (BAC). In accordance with the CHP report, because he holds a Commercial license, he was "disqualified" from operating the truck pursuant to 15210 CA Vehicle Code (VC), and placed out of service for 24 hours in accordance with the zero tolerance provisions of 34506.3 VC; 13 CCR 1213.1(c). 15210 VC defines the threshold of BAC as .04 which the TD did not meet or exceed. However, 34506.3 VC; 13 CCR 1213.1(c) specifies "Alcohol zero tolerance," requiring the driver to be placed out of service for 24 hours.

### ***13 CCR § 1213.1. Placing Drivers Out-of-Service.***

*(c) Alcohol zero tolerance. No person may operate a commercial motor vehicle, as defined in Vehicle Code Section 15210, when that person's blood alcohol content is found to be 0.01%, by weight, or greater.*

He was not cited and his driving record remains unblemished to date. (See L-28)

Consultation with many FAM employees such as chiefs, captains, and crew members, as well as a FS Contract Operations Program Mgr, (COPM), who has extensive experience with Logistics on fires for over 20 years, has made it clear that most ICPs are "open" and do not require firefighters to remain in camp during rest periods. Furthermore, there are no prescriptive or presumptive rules, orders or policies that exist to require firefighters to sleep in posted sleeping areas, or together as a crew. Many crews choose not to use tents unless weather dictates the need.

The Safety and Health code 6709.11§25.13(b) addresses sleeping areas designated for firefighters, and it simply states that a quiet area must be provided for sleeping and they must be posted and roped off to provide for safety, and to combat fatigue. It is common and accepted practice for hot shot crews to leave camp after showers or eating their evening meal to find a quiet more comfortable place to sleep, not far from camp, in order to remove themselves from the noise and hectic activities always apparent there. It is not uncommon for crews to look for grassy areas to sleep because it is more comfortable, which in turn, promotes better rest.

During the weeks that followed the FF was being treated for injuries to her chest, heart, lungs and arm, a website hosted by the medical center was updated daily by her family. It was from this source as well as a local agency representative who was acquainted personally with her family, that the agency was able to track her progress. She was released from the hospital October 20, 2009, and is healing, but still undergoes physical and occupational therapy. She hopes to recover 100% and return to firefighting and her hotshot crew.

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## Cause of injury:

A gray water truck contracted by the agency, driven by TD, struck FF while she was sleeping prone on the lawn of the race track at the base camp of the Silver Fire on September 21, 2009, at approximately 2230 hours. She was sleeping in her sleeping bag and a space blanket. She sustained three broken ribs, a broken scapula, five broken spinous processes, a pneumothorax and lung contusions.

### ***III. Causal Factors***

1. Inadequate sleeping area(s) designed to accommodate the number of personnel dispatched to the incident. (Finding 01, Finding 02, Finding 03)
2. Overflow (unintentional) sleeping area not adequately protected per FSH 6709.11 Chapter 25.13(b). (Finding 01)

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## IV. Findings

### *Category: Human – personnel involved or contributing to the accident*

**Finding 01:** As more crews were dispatched and arrived in base camp, the racetrack lawn evolved into an overflow sleeping area through common usage, even though it was not adequately signed or roped off for safety.

### Supporting Facts:

9. FACL-1 and FACL-2 conferred and decided to allow the CCC camp crew to set-up their sleeping gear inside the racetrack area on the east lawn area to keep them away from the crews and make it more convenient for them to work.
  - a. F-6 Witness Statement FACL-1
  - b. U-1 MOI FACL-1
  - c. U-2 MOI FACL-T
  - d. U-3 MOI FACL-2
10. On September 20, 2009, the Shasta Hot Shots requested permission from FACL-1 to use the racetrack lawn area for day sleeping after an extended shift, even though there was already a day sleeping area established in a fairgrounds building. After discussion with FACL-2, they agreed to allow them to sleep there, with the stipulation that no crew vehicles were allowed inside the track area.
  - a. F-6 Witness Statement FACL-1
  - b. U-1 MOI FACL-1
  - c. U-3 MOI FACL-2
21. ICS Logistics SOP provides for day and night sleeping areas that are separated to allow for optimal rest and security, clearly identified with visible signs. In order to combat fatigue, sleeping areas must be quiet and “roped off.”
  - a. D-7 Logistics Section 11 documenting duties and responsibilities
  - b. D-8 Base Camp Manager Job Aid manual, J-254
  - c. D-9 FSH 6709.11 Section 25.13b, Safety & Health Handbook

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**Finding 02:** With permission from her supervisor, the firefighter who was injured chose a sleeping area away from her crew buggy, because she did not wish to sleep in a stable area littered with horse manure.

### Supporting Facts:

16. The camp was becoming more crowded each day and FF's crew arrived in camp fairly late each evening September 20 and 21, 2009. They were unable to park or camp close to their original sleeping area at the west end of the camp, therefore her crew parked farther away by the horse stables.

- a. U-5 MOI SRHSS
- b. U-7 MOI FF

17. On September 20, 2009, after working all day on the fireline with her crew, FF decided to sleep on the lawn inside the racetrack, having noted there were others sleeping there. FF wanted to sleep on the grassy area to get away from having to sleep in/near the "horse poop." The SRHSS was aware that "some" of crew may have slept there that evening.

- a. U-5 MOI SRHSS
- b. U-7 MOI FF

18. On September 21, 2009, after working all day on the fireline with her crew, FF decided to sleep on the lawn inside the racetrack, having noted there were others sleeping there. FF wanted to sleep on the grassy area to get away from having to sleep in/near the "horse poop."

- a. U-5 MOI SRHSS
- b. U-7 MOI FF
- c. U-8 MOI FF

19. On September 21, 2009, after eating dinner, the FF moved somewhat apart (approx 20-30 feet) from the other crews camped in the east end of the racetrack area and placed her sleeping bag and space blanket on the lawn and went to bed at 2115 – 2130 hours. She wanted to talk on her cell phone without disturbing the other sleeping crews nearby.

- a. U-7 MOI FF
- b. U-8 MOI FF

20. On September 21, 2009, FF's supervisor, SRHSS, was aware that FF planned to sleep in the racetrack lawn area, to avoid having to sleep in/near the horse manure in the stable area near where their buggy(s) were parked. He had given permission to all the crew to sleep in the racetrack lawn area that evening.

- a. U-5 MOI SRHSS
- b. U-7 MOI FF

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*Category: Environmental – weather conditions during the incident which may have contributed to the accident*

**Finding 03:** Little to no moonlight and few lights were on in the racetrack at the time of the accident making it difficult to see the sleeping FF.

### Supporting Facts:

12. On September 21, 2009, nighttime weather conditions were mild, 53 degrees F, there was no rain and wind was 1 mph and the moon was a “waxing crescent,” between a new moon and first quarter, not providing much light after dark.
  - a. L-24 RAWs day summary
  - b. L-25 Phases of the Moon from <http://aa.usno.navy.mil/docs/MoonPhase.php> database
22. On September 21, 2009, at approximately 2200 hours, it was dark in the racetrack area, making it difficult to see.
  - a. L-25 Phases of the Moon from <http://aa.usno.navy.mil/docs/MoonPhase.php> database
  - b. U-9 MOI BLM-DMHS-2
  - c. U-10 MOI BLM-DMHS-2
  - d. U-11 MOI BLM-DMHS-3

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## *Category: Material – equipment involved or contributing to the accident*

**Finding 04:** The gray water truck contracted by the Silver Fire was driven into a dark field late at night with a single operator.

### Supporting Facts:

7. Access to potable water from the fairgrounds and gray water disposal at the fairgrounds was initially an issue, but agreement was reached with the fairgrounds and the county to allow potable water access within the fairgrounds, and gray water disposal offsite was accomplished through a pre-season contract agreement with PS for a gray water truck and operator.
  - a. F-6 Witness Statement FACL-1
  - b. U-1 MOI FACL-1
  - c. L-8 Resource order for gray water truck E-27
  - d. L-11 SF-1449 Contract for gray water removal by PS, Pre-Use inspection, Emergency Equipment Use invoice and shift tickets
8. On September 20, 2009, the PS gray water truck passed a pre-use inspection and then proceeded to remove gray water from the Silver fire ICP by pumping out the shower unit “drain” bladder September 20-22, 2009, usually at peak times after morning and evening showers.
  - a. L-11 SF-1449 Contract for gray water removal by PS, Pre-Use inspection, Emergency Equipment Use invoice and shift tickets
  - b. U-3 MOI FACL-2
12. On September 21, 2009, nighttime weather conditions were mild, 53 degrees F, there was no rain and wind was 1 mph and the moon was a “waxing crescent,” between a new moon and first quarter, not providing much light after dark.
  - a. L-24 RAWs day summary
  - b. L-25 Phases of the Moon from <http://aa.usno.navy.mil/docs/MoonPhase.php> database
22. On September 21, 2009, at approximately 2200 hours, it was dark in the racetrack area, making it difficult to see.
  - a. L-25 Phases of the Moon from <http://aa.usno.navy.mil/docs/MoonPhase.php> database
  - b. U-9 MOI BLM-DMHS-2
  - c. U-10 MOI BLM-DMHS-2
  - d. U-11 MOI BLM-DMHS-3

## **FINAL REPORT FOR OFFICIAL USE ONLY**

23. On September 21, 2009, at approximately 2200 hours, the TD drove the gray water truck into the racetrack area and pumped out about 1500 gallons of gray water from the shower drain “bladder.”

- a. F-3 statement TD
- b. L-22 CHP report
- c. L-11 gray water truck shift tickets

# FINAL REPORT FOR OFFICIAL USE ONLY

## V. Facts

1. On September 19, 2009, the Silver Fire, a human-caused fire started, at approximately 1445 hours two miles NW of Meadow Valley on the Plumas NF. Initially the fire was managed by a local Type 3 team and PNF-IC on September 19, 2009. Given the complexity, weather, fuels and potential of structures being threatened it was transitioned to Type 2 NORCAL I Team the following day.
  - a. K-2 PNF Letter of Delegation
  - b. L-15 Incident Status Summary (ICS-209)
  - c. L-20 Silver Incident close out (Narrative) report
  - d. U-13 MOI FACL-PNF
2. Members of the NORCAL Team 1 Operations Section began managing the incident at 0600 hours September 20, 2009, with the official transfer of command occurring at 1200 hours.
  - a. L-20 Silver Incident close out (Narrative) report
  - b. M-3 Silver Fire Information Update
3. FACL-PNF and FACL-T obtained the ICP location, and proceeded to set up ICP at Plumas County fairgrounds at 1630 hours September 19, 2009. Traffic flow patterns, parking, security, sleeping areas for crew and overhead were identified and flagged, showers and a National caterer ordered. Crews began to arrive.
  - a. L-12 Safety/Health eval for ICP
  - b. U-2 MOI FACL-T
  - c. U-3 MOI FACL-2
  - d. U-4 MOI BCM
  - e. U-5 MOI SRHSS
  - f. U-13 MOI FACL-PNF
4. On September 20, 2009, FACL-2 from NorCal Team I arrived to take over facilities set up as co-facilities unit leader at 0900 hours. The kitchen, showers and traffic pattern was already set up. He proceeded to set up supply and "Camp-in-a Box."
  - a. U-1 MOI FACL-1
  - b. U-3 MOI FACL-2
  - c. U-13 MOI FACL-PNF

## FINAL REPORT FOR OFFICIAL USE ONLY

5. On September 20, 2009, FACL-1 from NorCal Team I arrived to take over facilities setup as co-facilities unit leader at 1030 hours. The kitchen, showers and traffic pattern was already set up. He drove the traffic pattern and attended an in-briefing.
  - a. F-6 Witness Statement FACL-1
  - b. U-1 MOI FACL-1
  - c. U-3 MOI FACL-2
  - d. U-13 MOI FACL-PNF
6. On September 20, 2009, BCMG-T arrives at 1000 hours and worked with FACL-T to develop, print and distribute base camp maps either September 20 or 21, 2009. The maps were never updated.
  - a. U-2 MOI FACL-T
  - b. U-4 MOI BCM
7. Access to potable water from the fairgrounds and gray water disposal at the fairgrounds was initially an issue, but agreement was reached with the fairgrounds and the county to allow potable water access within the fairgrounds, and gray water removal offsite was accomplished through a pre-season contract agreement with PS for a gray water truck and operator.
  - a. F-6 Witness Statement FACL-1
  - b. U-1 MOI FACL-1
  - c. L-8 Resource order for gray water truck E-27
  - d. L-11 SF-1449 Contract for gray water removal by PS, Pre-Use inspection, Emergency Equipment Use invoice and shift tickets
8. On September 20, 2009, the PS gray water truck passed a pre-use inspection and then proceeded to remove gray water from the Silver fire ICP by pumping out the shower unit "drain" bladder September 20-22, 2009, usually at peak times after morning and evening showers.
  - a. L-11 SF-1449 Contract for gray water removal by PS, Pre-Use inspection, Emergency Equipment Use invoice and shift tickets
  - b. U-3 MOI FACL-2
9. FACL-1 and FACL-2 conferred and decided to allow the CCC camp crew to set-up their sleeping gear inside the racetrack area on the SW lawn area to keep them away from the crews and make it more convenient for them to work.
  - a. F-6 Witness Statement FACL-1
  - b. U-1 MOI FACL-1
  - c. U-2 MOI FACL-T
  - d. U-3 MOI FACL-2

## FINAL REPORT FOR OFFICIAL USE ONLY

10. On September 20, 2009, the Shasta Hot Shots requested permission from FACL-1 to use the racetrack lawn area for day sleeping after an extended shift, even though there was already a day sleeping area established in a fairgrounds building. After discussion with FACL-2, they agreed to allow them to sleep there, with the stipulation that no crew vehicles were allowed inside the track area.
  - a. F-6 Witness Statement FACL-1
  - b. U-1 MOI FACL-1
  - c. U-3 MOI FACL-2
11. Not all the fairgrounds were available for use by the fire suppression crews due to previous commitments to the Elks and a rodeo that had been scheduled for September 24, 2009.
  - a. F-6 Witness Statement FACL-1
  - b. U-2 MOI FACL-T
  - c. U-13 MOI FACL-PNF
12. On September 21, 2009, nighttime weather conditions were mild, 53 degrees F, there was no rain and wind was 1 mph and the moon was a "waxing crescent," between a new moon and first quarter, not providing much light after dark.
  - c. L-24 RAWs day summary
  - d. L-25 Phases of the Moon from <http://aa.usno.navy.mil/docs/MoonPhase.php> database
13. The Salmon River Hot Shots were dispatched to the Silver Fire from their home unit after an appropriate rest period from their previous assignment. Their crew of 20 arrived at the Silver Fire ICP late Saturday night, September, 19, 2009, and bedded down in and around their buggy(s) in the middle of the stable area in front of the horse stalls.
  - a. L-9 Resource Manifest
  - b. U-5 MOI SRHSS
  - c. U-7 MOI FF
14. On September 19, 2009, FF was a USFS employee assigned to the Silver fire operating within the scope of her duties.
  - a. L-9 Resource Manifest
  - b. L-21 OF-288 Emergency Firefighter Time Rpt and Time and Attendance Record
15. On September 19, 2009, FF arrived at the Silver Fire ICP, bedded down with her crew near a sleeping area at the west end of the stables.
  - a. U-5 MOI SRHSS
  - b. U-7 MOI FF

## FINAL REPORT FOR OFFICIAL USE ONLY

16. The camp was becoming more crowded each day and FF's crew arrived in camp fairly late each evening September 20 and 21, 2009. They were unable to park or camp close to their original sleeping area at the west end of the camp, therefore her crew parked farther away by the horse stables.
  - a. U-5 MOI SRHSS
  - b. U-7 MOI FF
17. On September 20, 2009, after working all day on the fireline with her crew, FF decided to sleep on the lawn inside the racetrack, having noted there were others sleeping there. FF wanted to sleep on the grassy area to get away from having to sleep in/near the "horse poop."
  - a. U-5 MOI SRHSS
  - b. U-7 MOI FF
18. On September 21, 2009, after working all day on the fireline with her crew, with permission from her supervisor, the FF decided to sleep on the lawn inside the racetrack, having noted there were others sleeping there. FF wanted to sleep on the grassy area to get away from having to sleep in/near the "horse poop."
  - a. U-5 MOI SRHSS
  - b. U-7 MOI FF
  - c. U-8 MOI FF
19. On September 21, 2009, after eating dinner, the FF moved somewhat apart (approx 20-30 feet) from the other crews camped in the east end of the racetrack area and placed her sleeping bag and space blanket on the lawn and went to bed at 2115 - 2130 hours. She wanted to talk on her cell phone without disturbing the other sleeping crews nearby.
  - a. U-7 MOI FF
  - b. U-8 MOI FF
20. On September 21, 2009, FF's supervisor, SRHSS, was aware that FF planned to sleep in the racetrack lawn area, to avoid having to sleep in/near the horse manure in the stable area near where their buggy(s) were parked. He had given permission to all the crew to sleep in the racetrack lawn area that evening.
  - a. U-5 MOI SRHSS
  - b. U-7 MOI FF
21. ICS Logistics SOP provides for day and night sleeping areas that are separated to allow for optimal rest and security, clearly identified with visible signs. In order to combat fatigue, sleeping areas must be quiet and "roped off."
  - a. D-7 Logistics Section 11 documenting duties and responsibilities

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- b. D-8 Base Camp Manager Job Aid manual, J-254
  - c. D-9 FSH 6709.11 Section 25.13b, Safety & Health Handbook
22. On September 21, 2009, at approximately 2200 hours, it was dark in the racetrack area, making it difficult to see.
- a. L-25 Phases of the Moon from <http://aa.usno.navy.mil/docs/MoonPhase.php> database
  - b. U-9 MOI BLM-DMHS-2
  - c. U-10 MOI BLM-DMHS-2
  - d. U-11 MOI BLM-DMHS-3
23. On September 21, 2009, at approximately 2200 hours, the TD drove the gray water truck into the racetrack area and pumped out about 1500 gallons of gray water from the shower drain “bladder.”
- a. F-3 statement TD
  - b. L-22 CHP report
  - c. L-11 gray water truck shift tickets
24. On September 21, 2009, at approximately 2230 hours, while driving the gray water truck with headlights on, the TD struck the FF sleeping on the ground with the truck [tire] while attempting to turn around to position the truck to exit the racetrack.
- a. F-3 statement TD
  - b. L-22 CHP report
  - c. U-9 MOI BLM-DMHS-1
  - d. U-10 MOI BLM-DMHS-2
  - e. U-11 MOI BLM-DMHS-3
25. On September 21, 2009, at approximately 2230 hours, after first driving forward, then backwards to turn the gray water truck, the TD heard noises and exited the truck twice to discover the source. He thought he had run over a fallen hose from the truck. He found nothing wrong the first time he exited the truck, so re-entered the truck and continued to try to maneuver out of the racetrack.
- a. F-3 statement TD
  - b. U-13 MOI FACL-PNF
26. On September 21, 2009, at approximately 2230 hours, the TD exited the gray water truck [the second time] after striking the FF and, using his flashlight, noted that she was injured on the ground in front of the gray water truck. He asked her if she “was all right,” and ran for help.
- a. F-3 statement TD
  - b. L-22 CHP report

## FINAL REPORT FOR OFFICIAL USE ONLY

- c. U-9 MOI BLM-DMHS-1
  - d. U-10 MOI BLM-DMHS-2
  - e. U-11 MOI BLM-DMHS-3
27. On September 21, 2009, at approximately 2230 - 2245 hours, BLM crew members rendered medical aid to the FF, camp medics were called and responded, providing additional aid, 911 was called, CHP and an ambulance arrived.
- a. F-1 statement taken by SOF-1
  - b. F-2 statements taken by SOF-2
  - c. F-4 statement ISM
  - d. L-1 medical unit log
  - e. L-2 Unit log PSC2
  - f. L-3 Unit log IC
  - g. L-4 SOF-2 incident log
  - h. U-4 MOI BCMG-T
28. The FF was transported from the area by ambulance at 2256 hours and the scene was secured by team members.
- a. F-4 Statement ISM
  - b. F-5 Statement BCMG-T
  - c. L-1 Medical unit log
  - d. L-4 SOF-2 incident log
  - e. L-5 Radio Log
  - f. L-6 Medical notes RADO
29. CHP conducts investigation; IC instructs team to begin taking statements, photographs. IC accompanies SRHSS to hospital and later to medical center in Chico, CA.
- a. L-3 Unit log IC
  - b. L-22 CHP report
30. FF was treated at Enloe Medical Center for fractures to her T2, T3, T4, T5 and T6 spinuous processes, left 5,7 and right 10 ribs and left scapula. She also suffered a pneumothorax (collapsed lung) (left) and lung contusions for which she had to be on a ventilator.
- a. M-4 Silver Fire Accident Update
  - b. M-6 Carepages.com update

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## ***VI. Records and Documents***

<b>Number</b>	<b>Item Description</b>
A-1	Business cards
A-2	Plumas Sanitation card and contact info
A-3	NorCal # 1 contact info
A-4	PNF contact info
A-5	PNF phone extensions
A-6	Diamond Mtn IHC contact info
A-7	Silver Incident phone info
A-8	Tina Terrell info
A-9	Team leaders investigation checklist
A-10	Injured firefighter info and water truck driver info
B-1	Email re: interview with sanitation driver
B-2	Email re: LEI documents and photos
B-3	Email re: injury update and LEI documents retrieval
B-4	Email re: gross weight gray water truck
C-1	Drawing of incident site by Mike Martinez
C-2	Silver incident base camp map
C-3	Diagram of PNF SO
C-4	Hand drawn map of racetrack lights with measurements
C-5	BLM Diamond Mtn Crew memory map of incident site
C-6	GIS rendered map of Silver Fire
C-7	Drawing of incident site by Ken Kumpe
D-1	Resource order for SAIT
D-2	List of potential interviewees
D-3	SAIT JHA
D-4	OT authorizations
D-5	NorCal Team 1 Evaluation
D-6	Daily Logs SAIT
D-7	FSH 6709.11 sleeping areas
D-8	BCMG Job Aid J-254
D-9	Section 11 Logistics Section Chief document
D-1	Resource order for SAIT
D-2	List of potential interviewees
D-3	SAIT JHA
D-4	OT authorizations
D-5	NorCal Team 1 Evaluation
D-6	Daily Logs SAIT
D-7	FSH 6709.11 sleeping areas
D-8	BCMG Job Aid J-254
D-9	Section 11 Logistics Section Chief document
F-1	Statement Shawn Poore
F-2	Statements Diamond Mtn Hotshots
F-3	Statement Steven Siler
F-4	Statement Steve Anderson

## FINAL REPORT FOR OFFICIAL USE ONLY

F-5	Statement Ken Kumpe
F-6	Statement FACL-1
F-7	Statement CI Re: phone calls with attorney for PS
H-1	24 hour report
H-2	72 hour report
L-1	Unit Log Medical
L-2	Unit Log Planning
L-3	Unit Log IC
L-4	Unit Log Safety Officer
L-5	Unit Log Comm/Radio
L-6	Unit Log notes Medical
L-7	Unit Log notes RAW Comm traffic
L-8	Resource order (Gray water)
L-9	Salmon River IHC manifest
L-10	Salmon River IHC checkin
L-11	Plumas Sanitation contract; Pre-use inspection and Emergency Equipment Use Invoice for gray water truck E-27
L-12	Safety Health Evaluation for Silver Fire base camp
L-13	IAP for 9/21/2009
L-14	NorCal 1 Ops Guide
L-15	ICS 209 9/19-9/23/2009
L-19	IAP for 9/22/2009
L-20	NorCal 1 Close out Narrative
L-21	T&A PP 18/19 FF
L-22	CHP Rpt, amendment and attachment
L-23	DMV report TD
L-24	RAWS day summary
L-25	Phases of the Moon from <a href="http://aa.usno.navy.mil/docs/MoonPhase.php">http://aa.usno.navy.mil/docs/MoonPhase.php</a> database
L-26	CA Vehicle Code 15210 and 34506.3
L-27	CCR 1213.1(c)
L-28	Plumas County Superior Court Name search results for TD
M-1	Article , news of Silver Fire
M-2	News Release 9/19 – 9/20/2009
M-3	Fire Status 9/19/2009
M-4	Accident update 9/22/2009
M-5	Article , news of Silver Fire firefighter injury
M-6	Carepages.com 9/23/2009 injury info; 11/9/2009 final post
PQ-1	Photos of injury site taken by
PQ-2	Photos of injury site taken by CHP
U/V-1	MOI FACL-1, Facilities Unit Leader
U/V-2	MOI FACL-T, Facilities Unit Leader trainee
U/V-3	MOI FACL-2, Facilities Unit Leader
U/V-4	MOI BCMG-T, Base Camp Mgr Trainee
U/V-5	MOI SRHSS, Superintendent, Salmon River Hot Shots
U/V-6	MOI, DQ, Bat Chief CalFire
U/V-7	MOI, FF, injured firefighter

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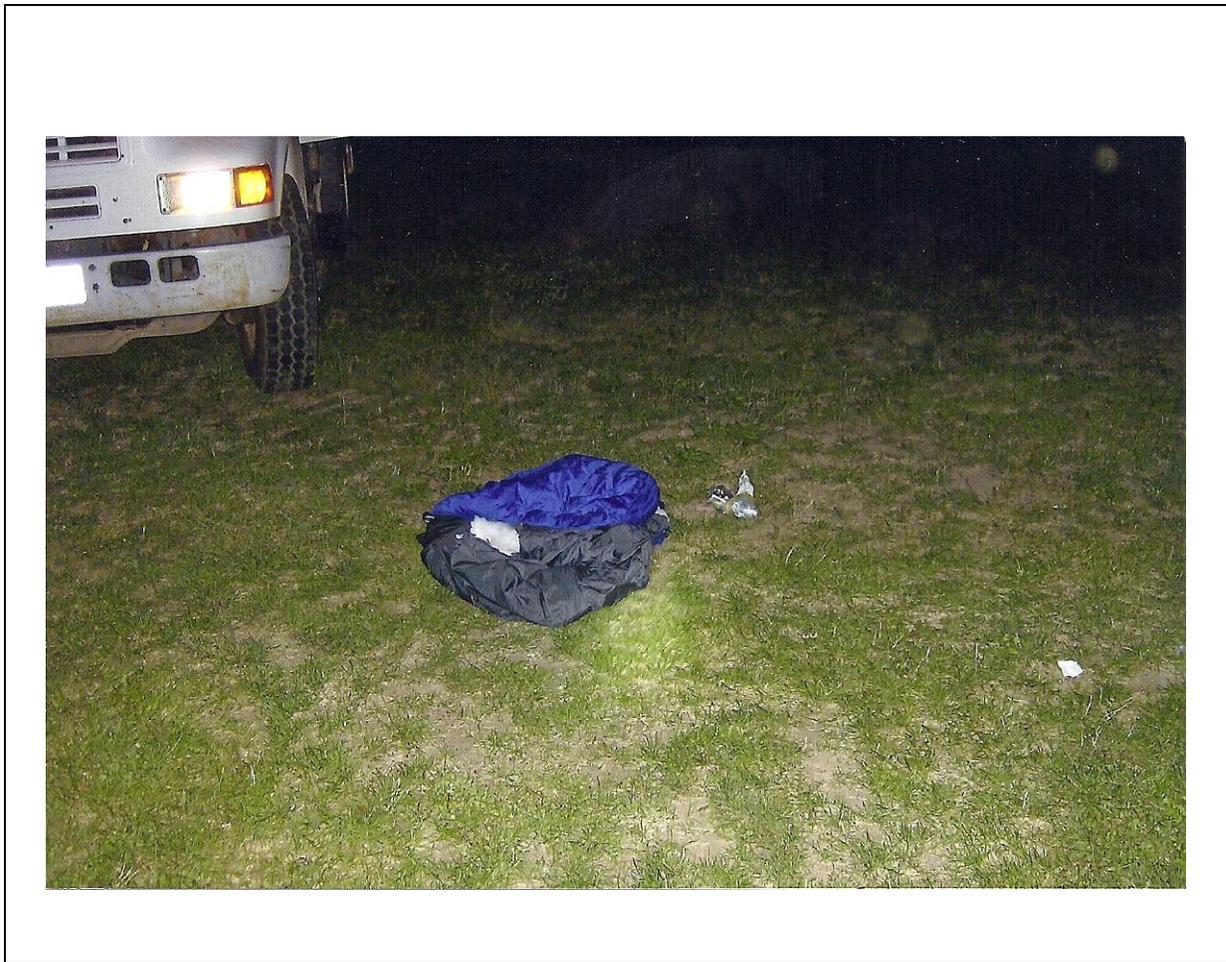
## VII. Photographic Evidence

### PHOTOGRAPHIC EVIDENCE

Accident Silver Fire Gray Water Truck Incident		Location Plumas County Fairgrounds, Quincy, CA	
Name of photographer Provided by CHP Officer		Date and time photograph was taken 9/21/2009 2145	
Camera type UNK	Film digital	ASA UNK	Photograph number UNK

Description of photograph:

Gray water truck E-27 with sleeping bag in original position. Scene still secured.



Remarks:

# FINAL REPORT FOR OFFICIAL USE ONLY

## PHOTOGRAPHIC EVIDENCE

Accident Silver Fire Gray Water Truck Incident		Location Plumas County Fairgrounds, Quincy, CA	
Name of photographer IO		Date and time photograph was taken 9/21/2009 2329	
Camera type E-620	Film digital	ASA UNK	Photograph number P9210217.JPG

Description of photograph:

Gray water truck E-27 and sleeping bag in original position. Scene still secured.



Remarks:

# FINAL REPORT FOR OFFICIAL USE ONLY

## PHOTOGRAPHIC EVIDENCE

Accident Silver Fire Gray Water Truck Incident		Location Plumas County Fairgrounds, Quincy, CA	
Name of photographer Provided by CHP Officer		Date and time photograph was taken 9/21/2009 2145	
Camera type UNK	Film digital	ASA UNK	Photograph number UNK

Description of photograph:

Gray water truck E-27 with headlights still on. Left view. Scene still secured.



Remarks:

# FINAL REPORT FOR OFFICIAL USE ONLY

## PHOTOGRAPHIC EVIDENCE

Accident Silver Fire Gray Water Truck Incident		Location Plumas County Fairgrounds, Quincy, CA	
Name of photographer Provided by CHP Officer		Date and time photograph was taken 9/21/2009 2145	
Camera type UNK	Film digital	ASA UNK	Photograph number UNK

Description of photograph:

Gray water truck E-27 with headlights still on. Right view. Scene still secured.



Remarks:

# FINAL REPORT FOR OFFICIAL USE ONLY

## PHOTOGRAPHIC EVIDENCE

Accident Silver Fire Gray Water Truck Incident		Location Plumas County Fairgrounds, Quincy, CA	
Name of photographer IO		Date and time photograph was taken 9/21/2009 2326	
Camera type E-620	Film digital	ASA UNK	Photograph number P9210213.JPG

Description of photograph:

Gray water truck E-27 with headlights still on. Showing owner door info.



Remarks:

# FINAL REPORT FOR OFFICIAL USE ONLY

## PHOTOGRAPHIC EVIDENCE

Accident Silver Fire Gray Water Truck Incident		Location Plumas County Fairgrounds, Quincy, CA	
Name of photographer Provided by CHP Officer		Date and time photograph was taken 9/22/2009	
Camera type UNK	Film digital	ASA UNK	Photograph number UNK

Description of photograph:  
Gray water truck E-27 mfg plate.



Remarks:

# FINAL REPORT FOR OFFICIAL USE ONLY

## PHOTOGRAPHIC EVIDENCE

Accident Silver Fire Gray Water Truck Incident		Location Plumas County Fairgrounds, Quincy, CA	
Name of photographer Provided by CHP Officer		Date and time photograph was taken 9/21/2009 2145	
Camera type UNK	Film digital	ASA UNK	Photograph number UNK

Description of photograph:

Gray water truck E-27 with CCC tents behind. Scene still secured.



Remarks:

# FINAL REPORT FOR OFFICIAL USE ONLY

## PHOTOGRAPHIC EVIDENCE

Accident Silver Fire Gray Water Truck Incident		Location Plumas County Fairgrounds, Quincy, CA	
Name of photographer IO		Date and time photograph was taken 9/22/2009 0729	
Camera type UNK	Film digital	ASA UNK	Photograph number P9220243.JPG

Description of photograph:

1500 gal water bladders attached to shower unit. Unk truck attached. More sleeping tents to E of shower unit. Picture taken facing W.



Remarks:

# FINAL REPORT FOR OFFICIAL USE ONLY

## PHOTOGRAPHIC EVIDENCE

Accident Silver Fire Gray Water Truck Incident		Location Plumas County Fairgrounds, Quincy, CA	
Name of photographer Provided by CHP Officer		Date and time photograph was taken 9/22/2009	
Camera type UNK	Film digital	ASA UNK	Photograph number UNK

Description of photograph:

Gray water truck E-27. Sleeping bag in original position. Shower unit on Right. Scene still secured. Picture taken facing W.



Remarks:

# FINAL REPORT FOR OFFICIAL USE ONLY

## PHOTOGRAPHIC EVIDENCE

Accident Silver Fire Gray Water Truck Incident		Location Plumas County Fairgrounds, Quincy, CA	
Name of photographer Provided by CHP Officer		Date and time photograph was taken 9/22/2009	
Camera type UNK	Film digital	ASA UNK	Photograph number UNK

Description of photograph:

Gray water truck E-27. Sleeping bag and space blanket (cone) in original positions with CCC tents behind. Shower unit on left. Scene still secured. Picture taken facing NE.



Remarks:

# FINAL REPORT FOR OFFICIAL USE ONLY

## PHOTOGRAPHIC EVIDENCE

Accident Silver Fire Gray Water Truck Incident		Location Plumas County Fairgrounds, Quincy, CA	
Name of photographer IO		Date and time photograph was taken 9/22/2009 0729	
Camera type E-620	Film digital	ASA UNK	Photograph number P9220242.JPG

Description of photograph:

Gray water truck E-27 with CCC tents behind. Shower unit on right. Scene still secured. Picture taken facing S.



Remarks:

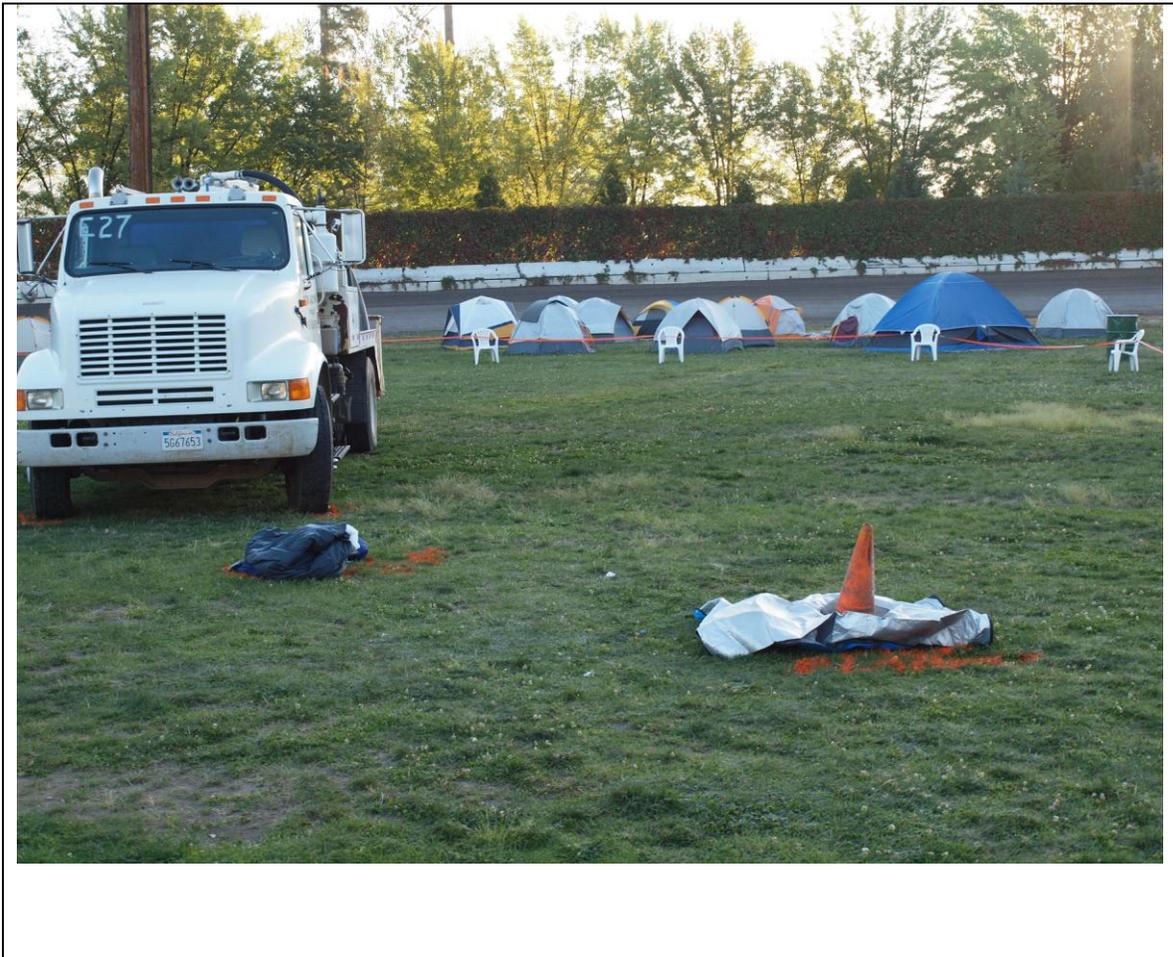
# FINAL REPORT FOR OFFICIAL USE ONLY

## PHOTOGRAPHIC EVIDENCE

Accident Silver Fire Gray Water Truck Incident		Location Plumas County Fairgrounds, Quincy, CA	
Name of photographer IO		Date and time photograph was taken 9/22/2009 0731	
Camera type E-620	Film digital	ASA UNK	Photograph number P9220247.JPG

Description of photograph:

Gray water truck E-27. Sleeping bag and space blanket (cone) in original positions with CCC tents behind. Scene still secured. Picture taken facing E.



Remarks:

# FINAL REPORT FOR OFFICIAL USE ONLY

## PHOTOGRAPHIC EVIDENCE

Accident Silver Fire Gray Water Truck Incident		Location Plumas County Fairgrounds, Quincy, CA	
Name of photographer IO		Date and time photograph was taken 9/22/2009 0728	
Camera type E-620	Film digital	ASA UNK	Photograph number P9220241.JPG

Description of photograph:

Gray water truck E-27 with CCC tents on Left, Shower unit on Right. Scene still secured. Picture taken facing N. Main entrance to racetrack from stable area. Picture facing S.



Remarks:

# FINAL REPORT FOR OFFICIAL USE ONLY

## PHOTOGRAPHIC EVIDENCE

Accident Silver Fire Gray Water Truck Incident		Location Plumas County Fairgrounds, Quincy, CA	
Name of photographer Provided by CHP Officer		Date and time photograph was taken 9/22/2009	
Camera type UNK	Film digital	ASA UNK	Photograph number UNK

Description of photograph:

Gray water truck E-27 with CCC tents on Right and Left, Shower unit on Right. Scene still secured. Picture taken facing W.



Remarks:

# FINAL REPORT FOR OFFICIAL USE ONLY

## PHOTOGRAPHIC EVIDENCE

Accident Silver Fire Gray Water Truck Incident		Location Plumas County Fairgrounds, Quincy, CA	
Name of photographer IO		Date and time photograph was taken 9/22/2009 0726	
Camera type E-620	Film digital	ASA UNK	Photograph number P9220238.JPG

Description of photograph:

Salmon River Hot Shots parked between two barns in stable area, picture facing S.



Remarks:

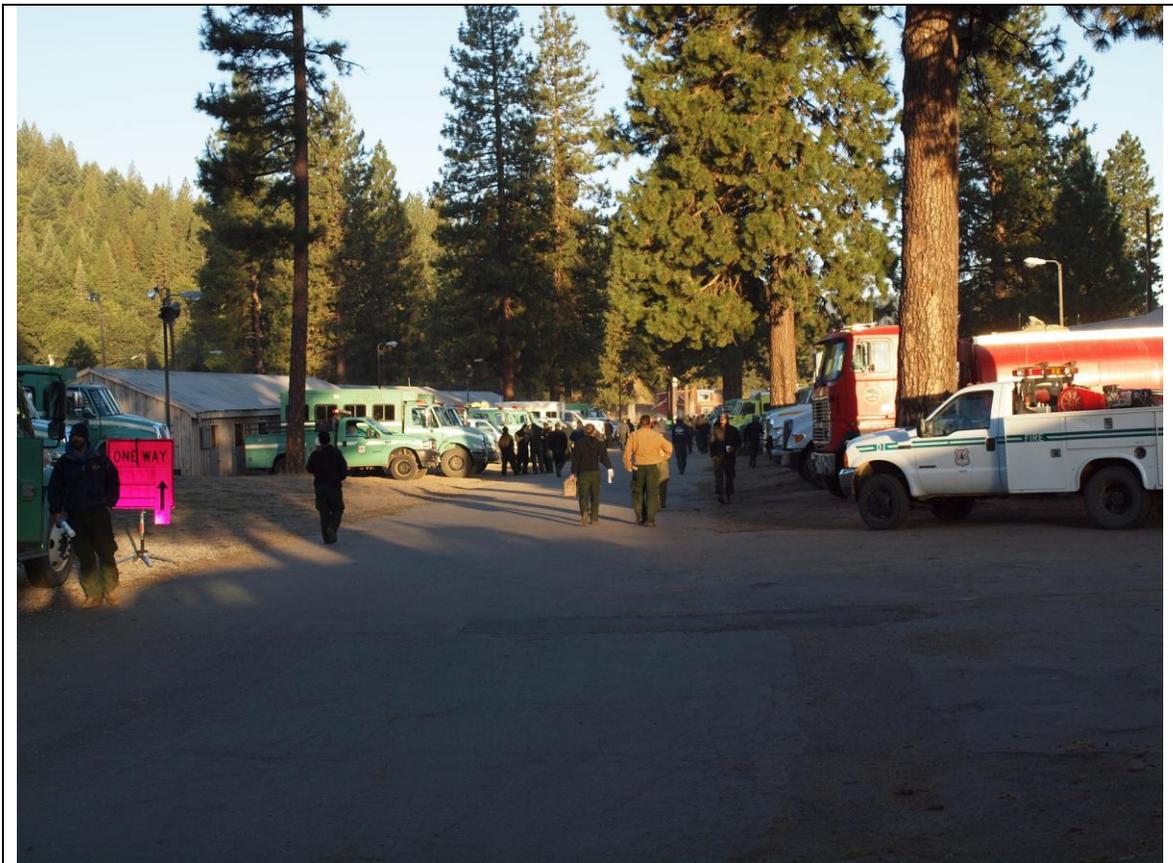
# FINAL REPORT FOR OFFICIAL USE ONLY

## PHOTOGRAPHIC EVIDENCE

Accident Silver Fire Gray Water Truck Incident		Location Plumas County Fairgrounds, Quincy, CA	
Name of photographer IO		Date and time photograph was taken 9/22/2009 0725	
Camera type E-620	Film digital	ASA UNK	Photograph number P9220234.JPG

Description of photograph:

Stable area crowded with crews, engines and buggies. Flow of traffic posted, facing W.



Remarks:

# FINAL REPORT FOR OFFICIAL USE ONLY

## PHOTOGRAPHIC EVIDENCE

Accident Silver Fire Gray Water Truck Incident		Location Plumas County Fairgrounds, Quincy, CA	
Name of photographer CI		Date and time photograph was taken 9/23/2009 1737	
Camera type KODAK CX7530	Film digital	ASA UNK	Photograph number 100_1557.JPG

Description of photograph:

Main crew sleeping/camping area posted and flagged. Picture taken facing NW.



Remarks:

# FINAL REPORT FOR OFFICIAL USE ONLY

## PHOTOGRAPHIC EVIDENCE

Accident Silver Fire Gray Water Truck Incident		Location Plumas County Fairgrounds, Quincy, CA	
Name of photographer CI		Date and time photograph was taken 9/23/2009 1738	
Camera type KODAK CX7530	Film digital	ASA UNK	Photograph number 100_1556.JPG

Description of photograph:

Main crew sleeping/camping area posted and flagged. Picture taken facing W.



Remarks: