

# GREEN SHEET

## Informational Summary Report of Serious Injuries, Illnesses, Accidents and Near-Miss Incidents



## Canyon Incident

### Vehicle Rollover with Injuries

**CA-VNC-068268**

**August 8, 2025**

This Informational Summary Report aims to improve training and safety, help prevent future occurrences and inform relevant parties. Since the report is published quickly, the information included may be revised as further investigations take place or additional information becomes available.

Lookout

Communications

Escape Routes

Safety Zones

## SUMMARY

On August 8, 2025, at approximately 1830 hours, a utility pickup truck driven by a single individual, lost traction while ascending a dozer line during wildfire suppression operations. The vehicle subsequently left the dozer line and rolled down a steep canyon slope. An Incident Within an Incident (IWI) was declared immediately, and nearby emergency personnel rendered aid. The driver suffered major injuries and was airlifted from the scene to a local trauma center.

## CONDITIONS

**Location:** Branch X, Division S, at the end of Romero Canyon Road, on a dozer line that extends off of an existing fire road. Latitude N34° 29.363 by longitude W118° 39.683.

**Weather:** Spot weather was taken from the SCE Sloan Canyon RAWs, approximately one quarter mile southeast of the accident site at 1830 hours.

- Temperature: 89° Fahrenheit
- Relative Humidity: 26 percent
- Winds: South, Southwest, 7 mph, gusts to 12 mph
- Visibility: Clear

**Fuel Model:** FB1 Grass

**Surface Conditions:** Dozers extended off of a two-track road, up a prominent ridge previously used as a containment line. The slope of the dozer line at the accident site was recorded at 22 percent. A majority of the surface was dry; however, moisture was present in areas from previous firefighting activities. The area around the tire tracks was soft and had been disturbed due to earlier dozer operations.

**Topography:** Southwest aspect with an average slope of 22 percent, reaching a maximum slope of 31 percent.

**Make/Model of Equipment:** 2022 Ford F-250, 4-wheel drive pickup truck with a camper shell.

- Tires: Goodyear Wrangler All Terrain

## SEQUENCE OF EVENTS

On Friday, August 8, 2025, a Task Force Leader trainee, Driver 1 (D1), was driving Pickup 1 (P1) up a dozer line to reach a high vantage point to monitor assigned resources. D1 was the sole occupant of the vehicle and was operating in Division S.

While attempting to position the vehicle, P1 left the dozer line and rolled approximately five times down into a canyon. The vehicle ultimately came to rest on its four wheels on a mid-slope knob. D1 was ejected from P1 as it rolled down the canyon.

An off-duty firefighter witnessed the accident from their residence on Romero Canyon Road. A 9-1-1 call was placed at 1831 hours via cell phone. The off-duty firefighter responded to the accident site in a Utility Terrain Vehicle (UTV) and began rendering aid to D1.



An adjacent Strike Team (ST1) observed the accident from a nearby ridgeline and promptly initiated an Incident Within an Incident (IWI) radio transmission on the command channel. This transmission was received by Canyon Operations, which then requested additional resources through Ventura County Dispatch. ST1 arrived at the accident site and began providing Advanced Life Support (ALS) care.

*Figure 1: Aerial view of the accident site*

A task force assigned to Division S noticed a dust cloud near the area where the truck had been last seen traveling up the dozer line. They quickly responded to the accident site and assisted ST1 with patient care.

A Type 1 ALS helicopter arrived on-scene at 1853 hours. Patient care was transferred from ST1 to the flight crew of the helicopter. D1 was transported and arrived at the local trauma center at 1919 hours. Canyon Operations concluded the IWI and returned to routine radio operations.

## INJURIES/DAMAGES

- D1 suffered major injuries.
- P1 sustained major damage.

## SAFETY ISSUES FOR REVIEW

- Ensure the use of seatbelts during all vehicle operations. [ARTICLE 3. Safety Belts and Inflatable Restraint Systems \[27302 - 27319\]](#)
- Review IWI and 8-Line procedures (Page 120) with personnel. [NWCG Incident Response Pocket Guide, PMS 461](#)
- Revisit safe driving procedures. [Interagency Standards in Fire and Fire Aviation Operations \(Red Book\) Safety & Risk Management, Chapter 7](#)

## INCIDENTAL ISSUES/LESSONS LEARNED

- **Seatbelts** - Emphasize the importance of wearing seatbelts.
- **Scout Ahead** - Ensure resources scout ahead to identify hazards and confirm safe ingress and egress prior to committing apparatus or personnel.
- **Risk Management Process** - Apply risk management principles throughout incident operations to identify hazards, assess risk, and implement controls.
- **Vehicle Limitations** - Consider the limitations of apparatus operating on unimproved surfaces when selecting routes or positioning resources.
- **General Environmental Conditions** - Evaluate environmental conditions that may affect the safety and drivability of roadways before committing the apparatus.



## PHOTOS/SITE DIAGRAMS/MAPS



*Figure 2: Pickup (P1)*





*Figure 3: Driver's point of view at 1830 hours*





*Figure 4: Pickup (P1) path of travel*





*Figure 5: Accident site map overview*