Rapid Lesson Sharing

Event Type: Skidgine Rollover

Location: Cornet-Windy Ridge Fire
Oregon

Date: August 15, 2015

Est. 2002

"I was 99% done."

Skidgine Operator

NARRATIVE

The Cornet and Windy Ridge fires were separate lightning-ignited fires that started on the afternoon of August 10 and eventually merged. On August 15 the merged fires were being managed by a Type 1 Incident Management Team (IMT).

In Division F a skidgine was working on a side-slope dozer line to assist with mop-up operations. Just preceding the rollover, the skidgine pulled forward to where the outside front wheel came to rest on a large boulder. The ground supporting the boulder was loose and—with the weight of the equipment—gave way, causing the skidgine to shift sharply downward and roll. The skidgine rolled multiple times, impacting several juniper trees and stopping approximately 150-200 feet from the fire line. The operator was wearing a seat belt and remained in the cab during the rollover.

Medical Response

The skidgine operator was able to climb out the cab on his own. A line Paramedic was nearby, actually heard the rollover, and immediately headed in that direction. A hand crew witnessed the rollover and notified the Division Supervisor Trainee who responded to the area immediately. The Paramedic performed a full trauma assessment. The operator was able to walk off the fire line to the Division drop point.

Because the IMT was still in the process of securing an ambulance specifically for the incident, the Paramedic requested an additional Paramedic to come out to the drop point.

The patient was transferred to the new Paramedic and transported to the local hospital. The operator received care for a head laceration requiring numerous stiches, a wrist laceration, and posterior fractured ribs.

"Put yourself in the shoes of the patient.

What would YOU want if you were hurt?"

Task Force Leader

LESSONS

Is There a Downside to *"Taking Care of Our Own?"*

In some instances fire personnel might consider the use of local EMS resources to assist with emergency situations. Would a direct call to 911 have allowed for an ambulance to transport the operator from the accident site to the local hospital? Agency training and past experience has taught IMTs to handle emergency medical situations as self-sufficient units. This insular way of operating may limit consideration of other valuable options, such as use of local 911 resources when appropriate.

Skidgines are Not Dozers.

Just because a dozer put line in doesn't mean it's a suitable place to work a skidgine. A higher center of gravity may limit the amount of slope and loose rocks these machines can tolerate.

What Does *"Know Your Limitations"* Mean?

In past reviews it is often stated that we should: *"Know your equipment limitations and limitations as an operator."* This sentiment was expressed on this incident. How do we figure out limitations? We can only really know limits by going past them. So what do we mean by this phrase *"Know your limitations"*? Is it just something we say after we have an accident? Does saying it help anyone do their job? If someone tells you to *"know your limitations"* ask for some clarification. Maybe they're actually saying something along the lines of: *"Be conservative; take very little risk."*

Medical Incident Report Helps – Use It

The Paramedic noted being able to focus on providing care to the skidgine operator due to the DIVS(t) functioning as the IC of the medical incident. The DIVS(t) was able to relay information to ICP in a timely and thorough manner by following the Medical Incident Report. Make use of the system and tools we have.

Big Things with Tires Rollover –
Repeat Lessons from Previous Incidents

Fifteen Cent Fire Skidgine Rollover
Oregon, 2014

"Several rocks kicked loose and rolled out from under the rear tires. This action changed the ordination and angle of Skid #2, jarring it toward the front right tire (the downhill side)—causing Skid #2 to rollover."

Lesson Repeats:

- ✓ Skidgines are not dozers
- ✓ Keep in mind that rocks and uneven terrain effect the stability of the equipment.

Deception Complex Forwarder Tip-Over
Oregon, 2014

"…One of the Forwarder's tires under the load of logs had become flat. This allowed the load to tilt more than usual."

Lesson Repeats:

- ✓ Medical plans functioned properly and Line EMT was at the site within five minutes of the layover.
- ✓ The Operator was wearing seat belt and was not injured.

South Fork Complex Hydro Ax Rollover
Oregon, 2014

"Even though this started to concern the HEQB, he had put his trust in the Operator to speak-up if they were operating outside the abilities of the Operator or the machine. At the same time, the Operator also noticed that the ground was getting steeper—but he only had "a little bit to go."

Lesson Repeats:

- ✓ As firefighters, we have a talent of making do with the resources we have, pushing the capabilities of resources on hand to get the job done. We need to make sure we're "fitting" the correct resource to the job.
- ✓ When working with unfamiliar equipment, take a few extra minutes to talk with the Operator about the machine's capabilities. Also, scout the area of work with the Operator to identify "unworkable" ground.

Rollovers are a Big Deal.

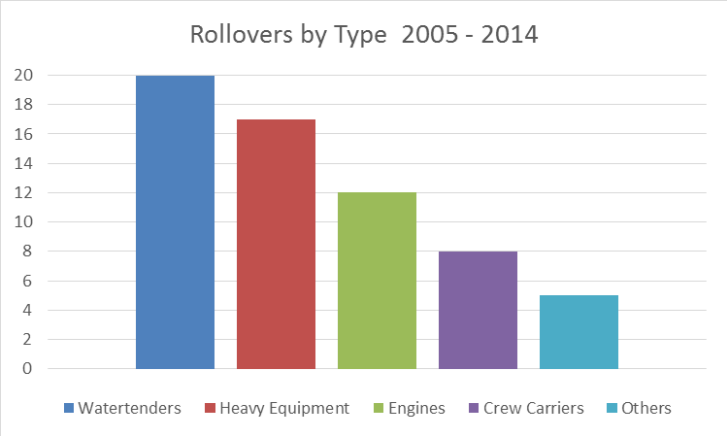
Check out this information from the

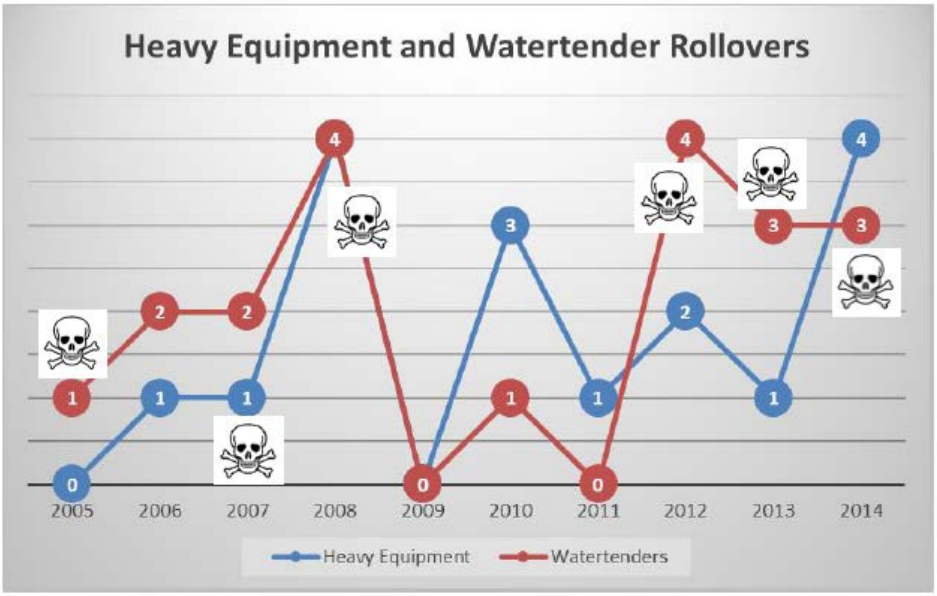
2014 Incident Review Summary

Ten Years of Rollovers

During the past ten years, we have on record 62 different rollover accidents, including 7 fatalities. The vast majority (60%) consisted of Watertenders and Heavy Equipment, including 6 of the 7 fatalities.

Heavy Equipment bosses, Task Force Leaders, and Division Sups, are you as concerned as you should be to have this equipment under your supervision? Know the risk and the consequences of what you ask equipment operators to do.





Yes. Each skull indicates a fatality. That's SIX fatalities in ten years.

This RLS submitted by a Region 6 RLS module

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