



Alaska
0 60 120 180 240
Miles
© World Sites Atlas (sitesatlas.com)

**ALASKA SMOKE JUMPERS
OPS GUIDE 2009**

JUMP BASES	Phone #	FAX #
Alaska Smokejumpers	800-237-3658 907-365-5540	907-356-5548
BOISE Main Line Boise Direct Line Boise Duty Officer Cell	800-925-8307 208-387-5426 208-850-5144	208-387-5399
GRANGEVILLE	208-983-1964	208-983-5145
McCALL	208-634-0378	208-634-0385
MISSOULA	406-329-4896	406-329-4891
NCSB	509-997-2031	509-997-2077
REDDING	530-226-2888	530-226-2887
REDMOND	541-504-7281	541-504-7288
WEST YELLOWSTONE	406-646-7691	406-646-9598
OUT STATIONS	Phone #	FAX #
Battle Mountain SMJ	775-635-5972	702-635-8185
Carson City SMJ	775-885-7479	775-885-0105
Cedar City SMJ	435-865-4650	435-865-1791
Ely SMJ	775-289-1972	775-289-1970
Grand Junction SMJ	970-257-4823,24	970-257-4852
LIAISON OFFICERS	Phone #	
Colorado LO	208-761-1439	
Idaho LO	208-761-1440	
Nevada LO	208-761-1441	
Utah LO	208-761-1442	
GACCs	Phone #	FAX #
Eastern Great Basin CC	801-531-5320	801-531-5321
Northern Rockies CC	406-329-4880	406-329-4891
Rocky Mountain Area CC	303-445-4319	303-445-4319
Western Great Basin CC	775-861-6455	775-861-6459

BE SAFE!

TAKE NO UNNECESSARY RISKS!

**IDENTIFY HAZARDS
ASSESS HAZARDS
DEVELOP CONTROLS
MITIGATE HAZARDS
RE-EVALUATE**

HAVE A REASON FOR EVERYTHING YOU DO!

and

DOCUMENT-DOCUMENT-DOCUMENT

REMEMBER

*******SITUATION CHECK*******

EVERYONE HAS THE RIGHT AND OBLIGATION TO PAUSE OPERATIONS UNTIL SAFETY CONCERNS ARE ADDRESSED.

“Will there be a time in my life where I will run and it wont hurt, don’t lie to me, tell me its true” Meierotto

ALL SMOKEJUMPERS ARE PERSONALLY RESPONSIBLE FOR:

PRE-JUMP SAFETY

AIRCRAFT SAFETY

FIRE & JUMP SPOT SIZE-UP

FIRE JUMP SAFETY

FIREPACK SAFETY BRIEFING

On every fire, after the jump and cargo operations, Smokejumpers will meet at the cargo area to brief on the following topics:

Chain of command - who is in charge?

Fireline access - how do we get there safely?

Basic tactics and objectives - what is the safest most effective way to contain the fire?

Tool mix - tools needed for chosen tactic?

Radio communications - radio frequencies to be used?

Establish LCES.

Questions or concerns?

DEMOBILIZATION SAFETY - VEHICLE SAFETY

Driving Hours –

o For **one driver** of a vehicle:

- Duty day is not to exceed 16 hours with at least an 8 hour break at end of shift(2:1).
- The maximum driving time is 10 hours.
- **If more than one driver present:**
- Duty day is not to exceed 16 hours with at least an 8 hour break at end of shift(2:1)
- The maximum driving time for either driver should not exceed 10 hours.

In either case a 15 minute break is recommended for every 2 hours of driving.

Speed/Traffic - Obey all federal and state laws. Any violations will be the operator's responsibility.

Seatbelts - All passengers will wear seatbelts.

Vehicle Care - Report all mechanical problems as soon as possible. Repair windshield breaks before they become migrating cracks.

Loads - Keep loads properly secured and of a safe weight and height. Do not transport hazmat in passenger area.

REMEMBER!

USE “SITUATION CHECK” WHEN YOU HAVE A DOUBT ABOUT SAFETY.

A new philosophy, a way of life, is not given for nothing. It has to be paid dearly for and only acquired with much patience and great effort.

Fyodor Dostoevski

Night Report or ICS 209?

Smaller fires only require a night report. Type 3 fires may require the ICS 209.
Submit by 2200

1. Fire Size.
2. What’s your progress toward the objective? Percent contained, cabin protection (e.g. two of the three cabins are secure), etc.
3. Are any significant values threatened?
4. Are there critical resource needs and why are they critical? Critical is defined as you will fail to meet the objective(s) if you don’t get the resource(s).
5. Are there any major problems other than critical resource needs?
6. Fuel type, fire behavior and direction of spread.
7. Daily summary of significant events.
8. Estimated time of control or objective accomplishment.
9. Summary of operational plan for tomorrow.
10. Expected fire activity tomorrow.
11. Projected release of resources. The larger the incident, the more lead time required to demobilize resources (estimate 24-72 hours).
12. Number and type of resources on the fire.

*The decision to require a 209 is usually made above the zone level. If it is required, consider delegating to the Planning section. Ensure thorough documentation, the MAC group uses this form to allocate critical resources.

Spot Weather

Observations needed:

Location	Temperature
Elevation	RH
Time	Dewpoint
Wind	Sky/Weather

*If needed, observations can be called in for a turn-around time of 30-45 minutes.

*A better plan might be to take multiple observations throughout the day, call them in, and get an initial forecast at night. In this way, a better plan can be made for the following shift (another call in the morning might be a good idea just to double-check the forecast).
(The forecasters can also use feedback on accuracy)

Delegation suggestion: Designate one person to collect the data, call it in, retrieve the forecast, and relate it at the briefings

Or

Let the hotshots gather the data and turn it in at the end of the day

RANDOM IDEAS
for Extended Attack (ICT3)
(that you might not think about)

- STEP BACK, COMMUNICATE, DELEGATE
- Communicate to everyone that the fire is “over-the-hill”...time to change mindset (tell Dispatch)
- Establish Quasi-ICS (Ops, Logistics, Plans, Divisions, etc.)
- Commo Plan (also think about 24-hour contact with dispatch)
- Location of ICP...able to hit repeater? (need remote repeater?)
- Location of Spike Camps in relation to PC drop zones and proximity to work on the fireline
(better not to rely on helicopters for daily crew shuttle to work site)
- Need Staging Area? (w/manager?)
- MORNING BRIEFING—keep everyone informed
- END OF SHIFT DEBRIEF/PLANNING MEETING—let people vent so that you and others are “in the know”...also—use this meeting to plan for the following day
- MAPS! Quad maps are good, 3 sets...one for each flank and one for the IC
- Medical plan
- Daily self-assignment list (i.e. briefing and commo with dispatch/FMO)
- Delegate weather observations for spot weather forecasts
- Use bros for “special ops,”.... Standard!
- Crews: performance, work/rest ratio, 1:21)
- VFDs: Commo? Experience?
- Consider a Public Information Officer for urban interface
- Consider Planning section to handle maps, “IAPs,” and night reports (ICS 209)
- Talk to FMO...Need: Objectives, Priorities, and Limitations (later the WFSA may come into play)
- DOCUMENT!!

Remember 2x4

Fire Behavior	L
Fuels	C
Weather	E
Topography	S

IC TYPE 3 / EXTENDED ATTACK HELPLIST

1. Recognize Situation / Limitations:

Get your hands on a cell phone and don't be afraid to use it!

Obtain transportation if applicable.

Utilize the jumpers: organize a think tank. You may very well have over 100 years of fire experience at your disposal to make your life a lot easier.

2. Determine Objectives and Needs

Make a point to get a thorough briefing from area managers about objectives.

Resource values: What's at risk? What are their values? What's adjacent to your fire and its value? Special use areas, Wildlife management areas, etc. Is the area slated for prescribed fire in the future? If possible, have local persons clearly identify these areas on a map for you.

Document what the priorities are for the incident from critical to minimal.

3. Coordinate and Recognize Additional Resource Needs

Realize that local area may be overwhelmed with fire activity and you may not get what you want.

Be as specific as you can. Take what you can get!

Crews: Type, transportation, w/ tools, saws, food, tents, bags, etc.

Engines: Type, w/fuel, foam, etc.

Air Support: Helicopters (with bucket), Air Tankers w/Lead Plane, Air Attack, etc.

4. Establish Appropriate ICS Structure - *Delegate*

Possible Overhead Positions:

Type III Operations- directly supervise suppression efforts

Logistics- begin assessing logistical needs such as feeding, fuel, sleeping arrangements, special equipment, etc.

Type III Planning Section Chief - to address the following incident planning needs:

Develop a communications plan:

Frequency mgmt. (Command, Tactical, Air Ops, A/G, etc.)

Establish formal check-in and resource status.

Gather, record and provide on-site information to firefighting personnel and dispatch.

Take on-site weather and obtain weather reports and forecasts.

Start written Incident Action Plan, if required by IC.

Prepare maps.

Assist in developing a Wildfire Situation Analysis (WFSA).

Utilize Local and Regional people: Ask about local drivers for logistics. Inquire about meals at or from local establishments. A local camp manager is a great help usually.

Cont. next page

Type 3 Incident Structure

Type 3 Incident Commanders (ICT3s) are qualified according to the *310-1*. ICT3s are required to manage the incident.

They must not have concurrent responsibilities that are not associated with the incident, and they must not concurrently perform single resource boss duties.

ICT3s establish the appropriate organizational structure to manage the incident based on span of control and incident complexity.

ICT3s may assign personnel to any combination of ICS functional area duties in order to operate safely and effectively. The *310-1* establishes Type 3 specific qualifications standards for

Safety Officers and Information Officers. Minimum qualifications for all other functional areas are established by agency policy in the chart below.

Type 3 competencies	
Type 3 Functional Responsibility	Specific 310-1 or equivalent qualification standards required to perform functions at Type 3 level
ICS	
Incident Command	Incident Commander Type 3
Safety	Safety Officer Type 3
Information	Information Officer Type 3
Operations	Strike Team Leader or Task Force Leader
Division	Single Resource Boss
Logistics	No minimum qualification
Plans	No minimum qualification
Finance	No minimum qualification

IC TYPE 3 / EXTENDED ATTACK HELP LIST

Other positions to consider:

Division Supervisors
 Finance/Timekeeper
 Helispot Manager
 Strike Team / Task Force Leader
 Field Observer
 Situation Unit Leader
 EMT / Medical Unit Leader
 Safety Officer
 Staging Area Manager

5. Cost:

Get your hands on ICS form 209.

Daily and Total. This usually has a lot to do with incidents becoming Type II.

Ask about a cap on spending, this will give you an idea on how bad the managers really want the fire out.

DOCUMENT EVERYTHING!!!: It may become a legal document later...**"CYA"**

One day order amounts:

MRE's	1 case/4 people	6 cases / 20 person crew
Water	2 1/2 gal. /person	10 5 gal. cubies / crew
Batteries	AA's 1 box/radio	
Fuel	Pumps (5 gal/2 hours)	

Order two pump kits (one is probably short something you really need).
 Chainsaws (1 gal fuel / 4 hours) (2 qt. Oil / 4 hours)
 Hose and appliances: Figure 100 ft. 1" laterals for every 200 ft. 1 1/2" trunk line.
 Remember: Gated "Y's", nozzles, hose clamps, reducers, etc.

Toilet facilities?

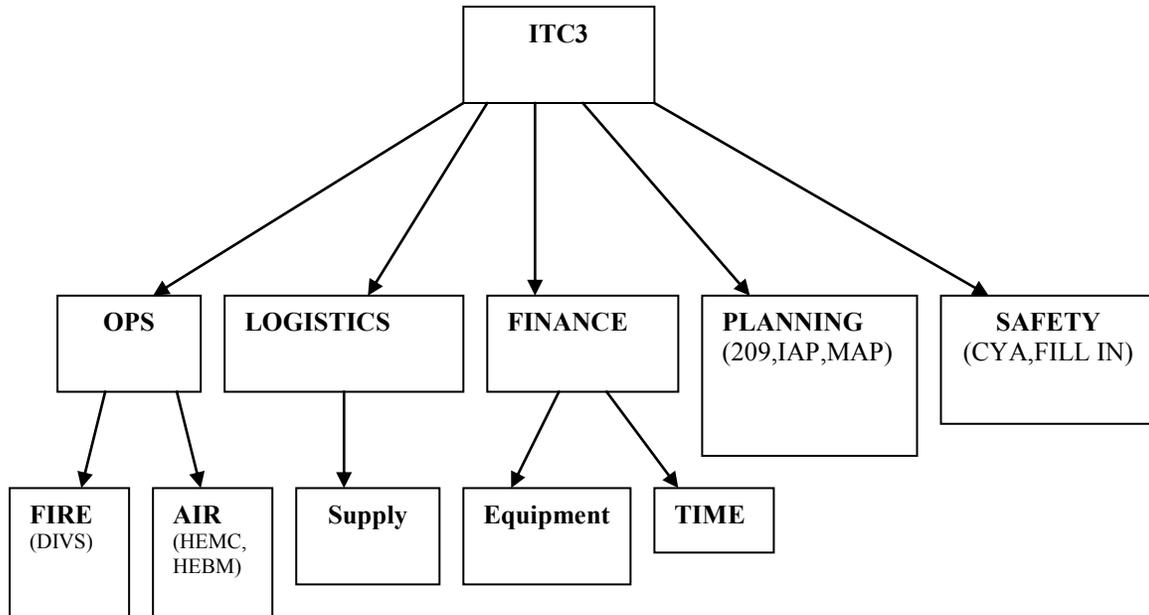
Fuel Truck?

Hot meals?

Garbage bags

Medical Plan?

Cont. next page



NOTE: This org. chart shows all of the positions you may need. Use only those that you do need. Keep it simple

- Daily do's:**
1. Morning Meeting
 2. Morning Briefing
 3. Spot Wx request
 4. Afternoon Ops update, orders in meeting.
 5. FMO update(209 night report)

- Reminder**
1. 214 (unit log- Narrative)
 2. Medivac plan
 3. Request frequencies if needed
 4. Request local advisor if needed
 5. Wildfire Situation Analysis (WFSA)?

IC TYPE 3 / EXTENDED ATTACK HELP LIST

Things you might want for your own ICT3 kit:

Cell phone	Batteries
Tent	Extra radio (dedicated to air ops)
Sleeping bag	Cubies
Flagging	Crew time reports
MRE's	Fireline handbook
ICS forms	Field ops guide
Tools (shovel, pulaski, etc.)	Fire and Aviation directory
Fusees	Crew evaluation forms
Garbage bags	
First aid kit	

Misc. items; pens, pencils, post-its, maps, paperclips, clipboard, notebooks, etc.

The State warehouse has an ICT3 kit order # 8180.

You can also get an EMT Medic pack with out operator (EMT) from our warehouse order number- First Aid, Fire Medic-Line Pack Kit

ICS forms to consider for the kit:

- 201 - Incident Briefing
- 202 - Incident Objectives
- 203 - Organization Assignment List
- 204 - Division Assignment List
- 209 - Incident Status Summary
- 213 - General Message
- 214 - Unit Log
- 215 - Operations Planning Worksheet
- 215A - Incident Safety Analysis
- 220 - Air Operations Summary

AK Ordering Cheat Sheet

Basics

- Number your orders. Numbering allows you to easily check on the status of your order and identify missing or unfilled items. Extra credit for placing and numbering orders by type (supplies, crews, overhead, equipment) but it isn't necessary.
- Have dispatcher read your order back to you.
- Specify delivery time and method if it makes a difference.
- Identify any priority items
- Order for 2 or 3 days at a time

Basic Pump and Hose

- 1 Mark III Pump Kit (#0870)
- 40 Gallons Premix (5 gallons burns 3+ hours) so that gives you 24+ hours of pump operation time.) (#9027 X 8)
- 5,000' 1 ½" hose in hose bags (#7271 X 10 bags)
- 2,800' 1" hose in hose bags (#7273 X 4 bags)
- 25 Gated Wye's 1 ½" (#0231 X 25)
- 25 1½" to 1" reducers (#0010 X 25)
- 25 1" nozzles (#0138 X 25)

Basic Chainsaw Order

- 1 Chainsaw kit (#0340)
- 5 gallon premix (#9027) (good for approximately 20 hours of trigger time)
- 10 quarts Bar Oil (#1869 X 10) (good for approx. 20 hours of trigger time)

Basic Cabin Protection Order

- 1 lightweight pump kit (#0670) (Shindaiwa or Honda)
- 1 sprinkler kit (#7244)
- 700' of 1" hose (#7273)
- 10 gallon premix (#9027)

Fresh Food (Delivery on 3rd day of incident, 4 person order good for 3 days)

- Fresh food Box A (#9021)
- Juice, 1 case (#1208)
- Coffee, 1 can (#0496)

1 Day Order Amounts	
Item (Catalog #)	Quantity
<input type="checkbox"/> 1 Water, 5 gallon cubi, (#0048)	½ per person
<input type="checkbox"/> 2 MREs, case, (#1842)	1 case per 3 people
<input type="checkbox"/> 3 Batteries, AA, (#0030)	15 ea per radio or 1 case per smj load (144)
<input type="checkbox"/> 4 Bug dope, (#0153)	½ bottle per person per day

Basic 3-Day Crew Ordering in AK

13

# of Crews	Items	Overhead*		
1 Crew	20 Cubies	1 Case, bug dope	25 Burlap bags	1 STCR?
Equipped with:	16 MRE's	1 Box, garbage bags	1 Case, AA batts	
Radios and	4 Cans, coffee	1 Belt weather kit	1 Case, TP	
Crew Kit	4 Boxes, sugar	5 Rolls, fiber tape		
	1 Roll visqueen	1 Boden kit		1 Line Pack
2 Crews	40 Cubies	2 Case, bug dope	50 Burlap bags	2 STCR?
Equipped with:	32 MRE's	2 Box, garbage bags	2 Case, AA batts	
Radios and	8 Cans, coffee	2 Belt weather kits	2 Case, TP	
Crew Kits	8 Boxes, sugar	10 Rolls, fiber tape		
	2 Rolls visqueen	2 Boden kits		1 Line Pack
3 Crews	60 Cubies	3 Case, bug dope	75 Burlap bags	3 STCR?
Equipped with:	48 MRE's	3 Box, garbage bags	3 Case, AA batts	Timekeeper
Radios and	12 Cans, coffee	3 Belt weather kits	3 Case, TP	
Crew Kits	12 Boxes, sugar	15 Rolls, fiber tape		
	3 Rolls visqueen	3 Boden kits		1 Line Pack
4 Crews	80 Cubies	4 Case, bug dope	100 Burlap bags	4 STCR?
Equipped with:	64 MRE's	4 Box, garbage bags	4 Case, AA batts	Timekeeper
Radios and	16 Cans, coffee	4 Belt weather kits	4 Case, TP	Stage Area Mgr.
Crew Kits	16 Boxes, sugar	20 Rolls, fiber tape		
	4 Rolls visqueen	4 Boden kits		1 Line Pack
5 Crews	100 Cubies	5 Case, bug dope	125 Burlap bags	5 STCR?
Equipped with:	80 MRE's	5 Box, garbage bags	5 Case, AA batts	Timekeeper
Radios and	20 Cans, coffee	5 Belt weather kits	5 Case, TP	Stage Area Mgr.
Crew Kits	20 Boxes, sugar	25 Rolls, fiber tape		1 Single-Medic Kit
	5 Rolls visqueen	5 Boden kits		
6 Crews	120 Cubies	6 Case, bug dope	150 Burlap bags	6 STCR?
Equipped with:	96 MRE's	6 Box, garbage bags	6 Case, AA batts	Timekeeper
Radios and	24 Cans, coffee	6 Belt weather kits	6 Case, TP	Stage Area Mgr.
Crew Kits	24 Boxes, sugar	30 Rolls, fiber tape		1 Single-Medic Kit
	6 Rolls visqueen	6 Boden kits		
7 Crews	140 Cubies	7 Case, bug dope	175 Burlap bags	7 STCR?
Equipped with:	112 MRE's	7 Box, garbage bags	7 Case, AA batts	Timekeeper
Radios and	28 Cans, coffee	7 Belt weather kits	7 Case, TP	Stage Area Mgr.
Crew Kits	28 Boxes, sugar	35 Rolls, fiber tape		1 Single-Medic Kit
	7 Rolls visqueen	7 Boden kits		

amount of overhead to be determined by specific situation

Other Possibilities (after 1st 3 days?):

Fresh food, gloves, flagging, fusees, files, ear plugs, headnets, lime, foot powder, 550 cords, juice, gatorade, box tea, extra coffee pots, cook pots, drinking cups, coffee creamer, extra crew tarp.

Cabin Protection Tips

Cabin protection in Alaska consists of two primary tasks; (1) structure protection and (2) surrounding land preparation.

Structure protection Tips

1. Identify fire hazards that need to be mitigated to protect cabin
 - a. Is the roof clear?
 - b. Are the eaves clear?
 - c. Are there building materials or fire wood stacked against the cabin?
 - d. Are there trees, snags, or other vegetation that pose a direct hazard to the cabin?
 - e. Sprinkler system set up tips
 - f. Both AFS and DOF have sprinkler kits available from the warehouse.

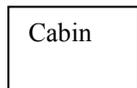
Sprinkler coverage should wet all surfaces of the structure.

Sprinklers at the cabin corners provide the best coverage.

Vary heights to provide the best coverage. Set two sprinklers at opposite corners above the roof line and the other two below the roof line.

High

Low



Low

High

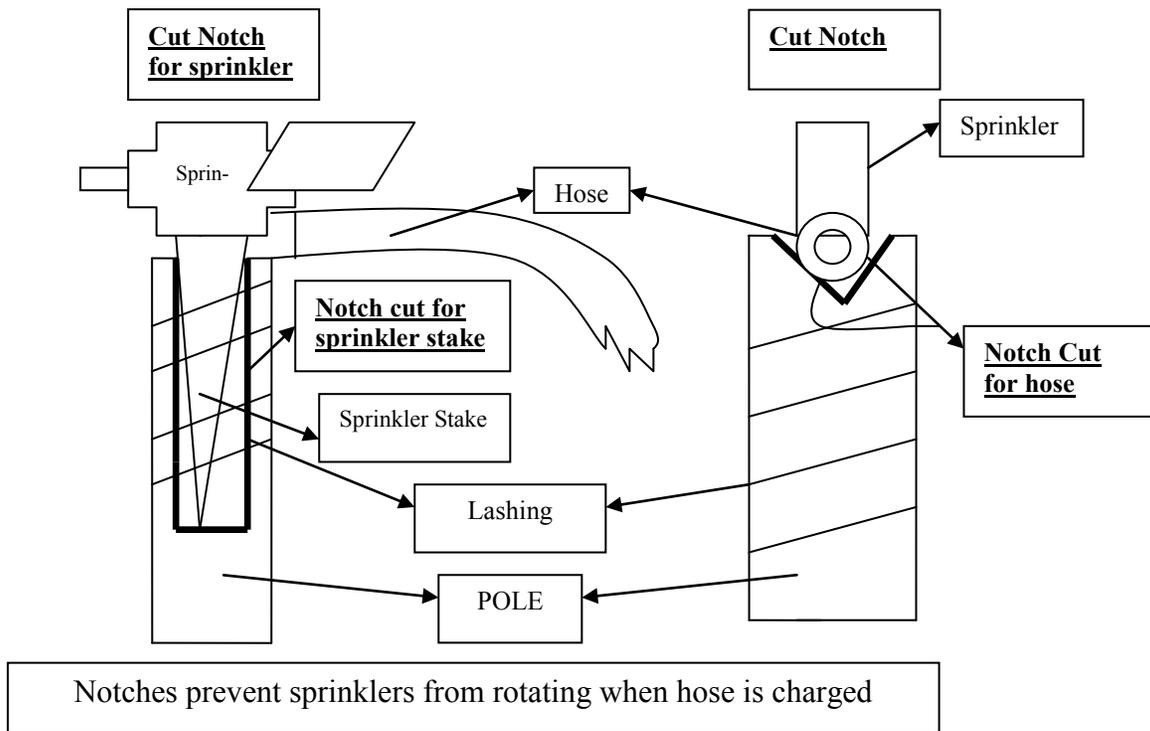
Adjust sprinklers for long range spray or short range mist.

3. Sprinkler head attachment methods.
 - a. Set sprinkler heads on poles, tripods, or stands to get them above ground/cabin roof level

There are 2 types of Sprinkler kits,

- 1) Sprinkler kit heavy for a Mark 3 pump from the state warehouse (#8063)
- 2) Sprinkler kit lightweight for a shindaiwa pump AFS (#7244)

Saw cuts for sprinkler attachment



1. Pumps

Shindawa type pumps work well close to water sources

Use 5 gal can and fuel line attachment in Sprinkler Kit for Shindawa

b. Mark III type pumps work well when the structure is far from, or high above the water source.

c. Misc.

a. Use extra sprinklers on wood piles or surrounding fuels

b. **Make sure your hose lay is protected**

Take the extra step to prevent water from entering the structure.

Surrounding Land Preparation Tips. **Consult with the FMO for exact specifications**

1. Cut problem trees, snags and vegetation.
2. Stack rounds away from structure and scatter limbs
3. Remove hazard dead and down.
4. Clear enough to accomplish the job, but remember why people have cabins in the woods.

CHAINSAW TROUBLE SHOOTING

Gas (40:1)

Oil

On/off switch is turned ON

Spark plug has spark

Exhaust screen is clean

Air filter is clean

Jets are adjusted correctly:

NEVER OVER TIGHTEN JETS

Turn both jets to the right until snug.

Then, back to the left until desired setting.

Stihl: high 3/4 turn, low 1/4 turn

Carburetor is flooded:

Pull starter cord with throttle wide open until saw starts.

Purging Instructions:

Drain fuel tank.

Run saw until it stops.

Attempt restarting with choke on until saw fails to detonate.

Remove fuel tank cap and invert saw for 5 minutes.

Neutralize any residual fuel by pouring one tablespoon of oil in fuel tank.

Circulate the oil by pulling the starter cord several times.

Replace cap.

To order a Chainsaw kit (# 0340)

PORTABLE PUMP OPERATING INSTRUCTIONS

FUEL

Use **40:1** mix Consumption: Mark III, 5 gal. / 3 hours.

Shindawa 5 gal. / 10 hours.

Connect fuel can line to tank with quick connect. Loosen lid on tank for venting.

Cautions:

Do not run engine at full speed until it is thoroughly warmed up (1 minute).

Do not run engine with pump disconnected

Do not run pump dry.

Do not use suction hose without foot valve strainer

Remove and drain pump after final use, and at night if temperatures below freezing.

SETTING UP AND STARTING MARK III AND MARK 26 PUMPS

Connect fuel line to fuel can and pump as specified above.

Connect suction hose to the pump. Be sure to connect the foot valve to the male end of the suction hose. Make sure that the rubber gasket or washer is in place before attaching the female end to the pump. **Tighten firmly with a spanner wrench.** Put the foot valve inside the canvas bucket in the pump kit, and/or use rope or a float to the strainer to keep it from being too close to the water surface or resting on the bottom in the mud.

Attach wye valve to discharge side of pump. Hand tighten only. Twist priming pump onto one leg of the wye and hose on the other. Close valve to the hose, leave primer valve open. Stroke primer till water squirts out the small holes, or until resistance is too great to keep at it. After priming, close valve to primer and open valve to hose.

Pull the decompressor switch out until it comes to a “click” stop. (new pumps don’t have decompressor switches).

Put the choke on START, if the engine is cold.

Move throttle to “START AND WARM UP” position.

Give starter rope several quick, steady pulls until engine starts or pops. Turn choke off immediately after engine makes any noise to prevent flooding on the next pull.

Put choke on RUN and pull engine over until it starts, usually 1 to 3 pulls.

Push decompressor switch fully in as soon as engine starts.

Allow engine to warm up fully (hot to the touch) before using full throttle.

STOPPING A MARK III OR MARK 26 PUMP

Move throttle lever to “stop” position.

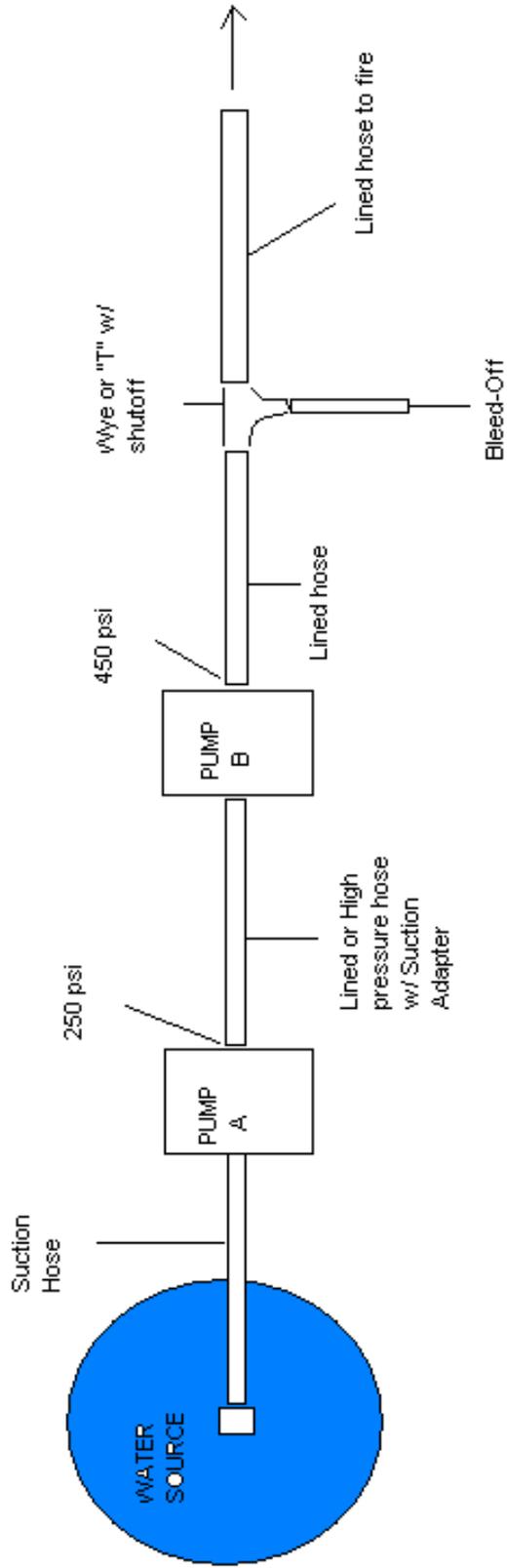
Let pump run for about two minutes in this position.

Press and hold stop switch until engine is fully stopped.

“Push till you have guts in your Pants” Meierotto

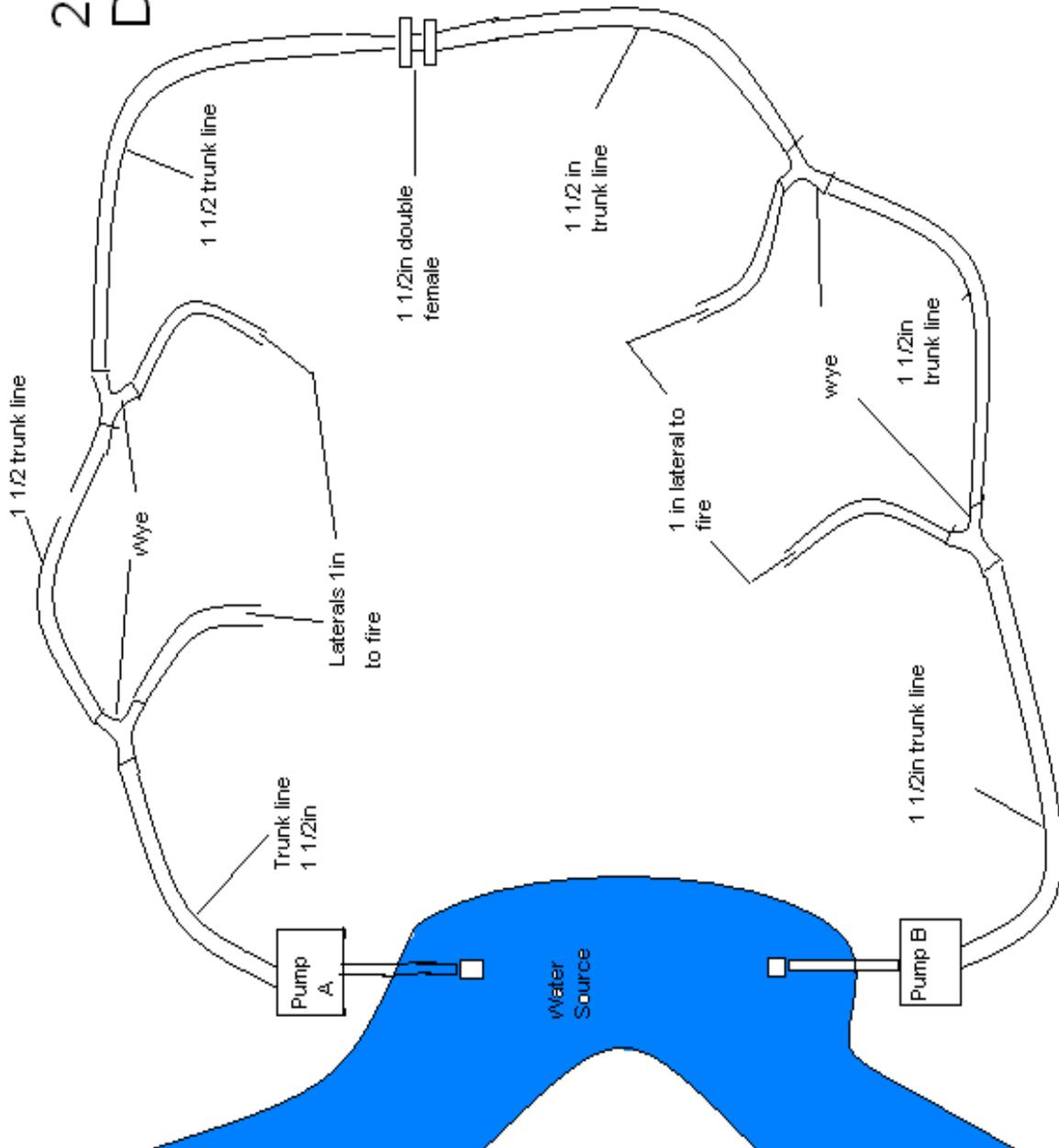
Short-Coupled Tandem

Best for max distance over flat ground or to get out of a deep hole.

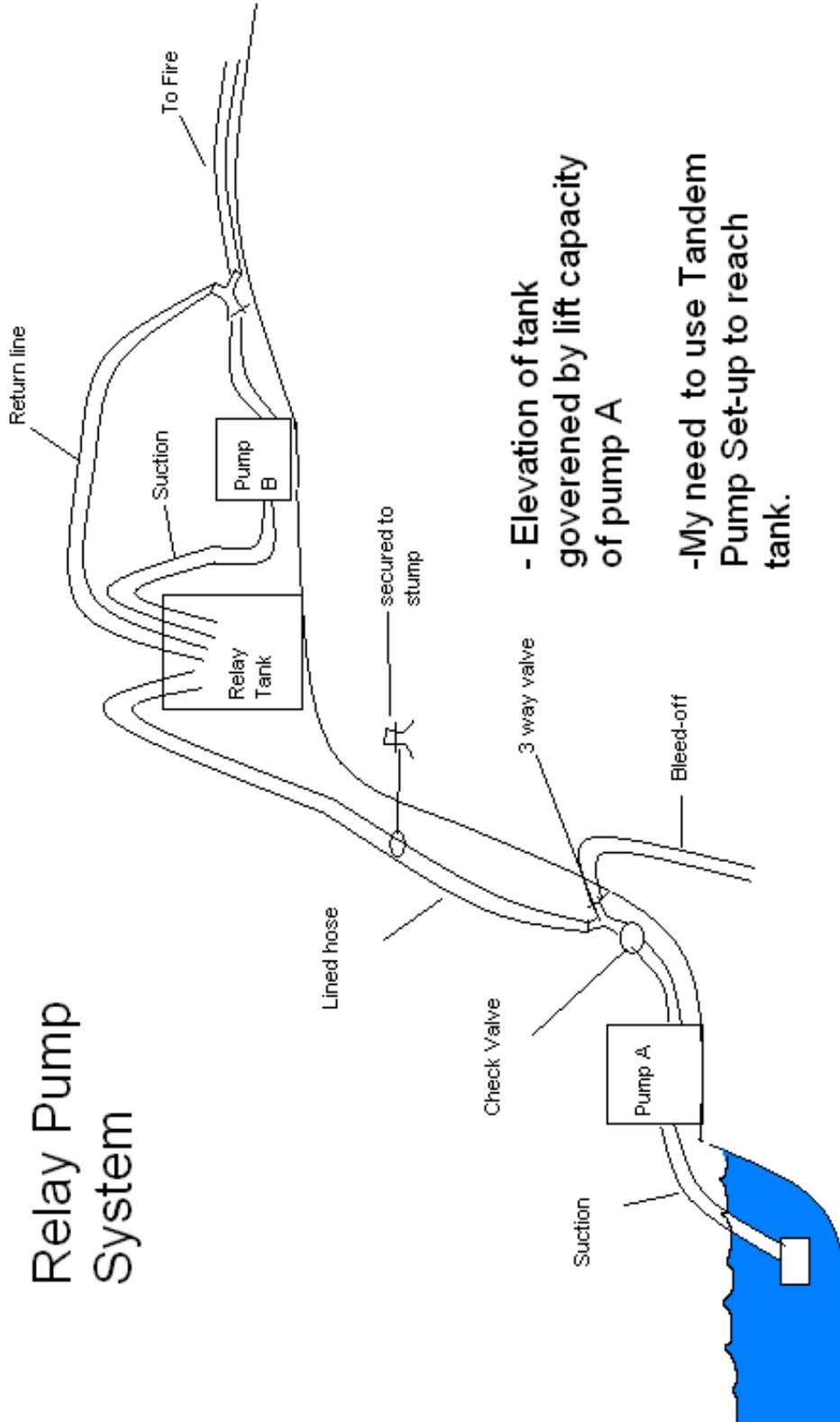


2 Pumps w/ Double Female

Good for lots of water
for everyone over long
distance.
Also a good back up on
small fires if one pump
goes down.



Relay Pump System



- Elevation of tank governed by lift capacity of pump A

-My need to use Tandem Pump Set-up to reach tank.

Initial Attack Fire Debriefing Checklist

The following are topics for mission debriefings between smokejumpers and the fire managers they work for. The intent of the debriefing is to improve effectiveness and safety.

Communications

- a) Between dispatch and fire
- b) Between assigned resources on fire (A/C, ground forces, etc.)
- c) Frequencies correctly assigned for geographical area?

Resources Assigned

- a) Adequate initial attack force? Timeliness of ordering and response?
- b) Initial resource assignments appropriate?
- c) Assigned resources relevant to fire situation? (i.e.-engines, crews, smjs, helitack)
- d) Resource performance evaluation

Logistics/Support

- a) Response times
- b) Problems moving personnel around on fire
- c) Supplies - food, water, and equipment

Dispatch

- a) Initial briefing by dispatch adequate?
- b) Updated by dispatch on weather, spot forecasts, fuel moistures, ETA's
- c) Information flow between fire and dispatch smooth, clear, timely, cooperative?

Tactics/Strategy

- a) Methods employed for IA
- b) Effectiveness of IA
- c) Mop-up
- d) Modified Suppression tactics (monitoring, light hand, limited suppression, etc.)

Safety Concerns

- a) Close calls - fire activity, dangerous situations, snags, rolling objects, air drops, etc.
- b) Protective gear (PPE)
- c) Tactical considerations based on LCES, 10 Standard Orders, 18 Watch outs

Demobilization

- a) Personnel and equipment released at appropriate time?
- b) Dispatch notified?
- c) Fire status (out, monitoring, etc.)
- d) Rehab needed or completed
- e) Reports completed (fire, performance ratings, time, etc.)

“Nice Sweater”

Lambright to Hearn

INITIAL OUT OF UNIT ASSIGNMENT INFORMATION

Minimum information to be obtained before departing:

- Fire name
- Fire job assignment
- Reporting location
- Specific location of the fire
- Location of the check-in point
- Reporting time
- Travel instructions
- Any special communications instructions
- Resource Order number and request number (if applicable)
 - Unit designator (if applicable)

CHECK-IN PROCEDURES AT INCIDENT

Check-in officially logs you in at the incident and provides important release and demobilization information. You only check in once. Check-in Recorders may be found at the following locations:

- Incident Command Post
- Base or Camp
- Staging Area
- Helibase

If you are instructed to report directly to a line assignment, you should check-in with Division/Group Supervisor.

OBTAIN BRIEFING AND BRIEF SUBORDINATES

After check-in, locate your incident supervisor and obtain your initial briefing. The items that you receive in your briefing, in addition to functional objectives, will also be needed by your subordinates in their briefing. Your briefing should include:

- Identification of specific job responsibilities expected of you for satisfactory performance.
- Identification of co-workers within your job function.
- Definition of functional work area.
- Identification of eating and sleeping arrangements.
- Procedural instructions for obtaining additional supplies, services and personnel.
- Identification of operational period work shifts.
- Clarification of any important points pertaining to assignments that may be questionable.
 - Provisions for specific debriefing at the end of an operational period.

Task Force/Strike Team Leader

The Task Force/Strike Team Leader reports to a Division Group supervisor and is responsible for performing tactical missions as assigned on a division or segment. The Leader reports work progress, resource status, and other important information to a Division Group Supervisor and maintains work records on assigned personnel.

- Obtain briefing from Division Group Supervisor.
- Review assignments with subordinates and assign tasks.
- Travel to and from line with assigned resources.
- Monitor and inspect progress and make changes as necessary.
- Coordinate activities with adjacent strike team task forces and single resources.
- Keep supervisor advised of situation and resource status.
- Retain control of assigned resources while off line (i.e. Feeding, time keeping, sleeping area assignment, etc.).
- Maintain Unit Log (ICS Form 214).

Single Resource Boss

A Single Resource Boss is responsible for supervising and directing a fire suppression module such as a hand crew, an engine, a dozer, a tractor-plow, a firing team, or one or more fallers.

- Obtain briefing from the Task Force/Strike Team Leader.
- Review assignments with subordinates and assign work tasks.
- Obtain necessary equipment and supplies.
- Review current and predicted weather conditions and brief subordinates on expected fire behavior.
- Brief subordinates on safety items including escape routes and safety zones. Provide for their welfare.
- Monitor work progress.
- Ensure adequate communications with supervisor and subordinates.
- Keep supervisor informed of progress and any changes.
- Inform supervisor of problems with assigned resources.
- Brief relief personnel on the line at end of shift. Advise them of any changes in observed fire behavior.
- Return equipment and supplies to appropriate unit.
- Complete and turn in all time and use records on personnel and equipment.

“I’m Robert Yeager and you can @#\$\$% it!” Steve Price

Division/ Group Supervisor Team Assignment Checklist:

Items you need to obtain initially:

Resource order
Reporting/Check-in location
Crew Time Report booklet
Transportation
Radio
Cell phone
GPS
Tent
Sleeping Bag
Travel Bag
PG Bag
Tool

Other Handy Items You May Wish To Gather:

Map (Atlas)
Notepad, pens, pencils, etc.
Flagging
Fireline Handbook
Field Operations Guide
ICS form 214 Unit Log
ICS form 209 Resource Status Summary
First Aid kit
Fusees
AA batteries
Foam pad
Extra food and water
Belt weather kit

CONVERTING LATITUDE LONGITUDE IN DEGREES DECIMAL MINUTES TO DEGREES MINUTES SECONDS

Latitude and Longitude may be shown in three different formats:

FORMAT	WHAT IT LOOKS LIKE	HOW YOU SAY IT (ETIQUITE)
A. Degrees Decimal Minutes (Aircraft)	48° 36.12' 114° 08.12'	“four-eight degrees, three six point one two minutes.”
B. Degrees Minutes Seconds (many maps)	48° 36' 12" 114° 08' 12"	“four-eight degrees, three six minutes, and one two seconds.”
Degrees Decimal Degree (seldom used)	48.3612° 114.0812°	“four-eight point three six one two degrees.”

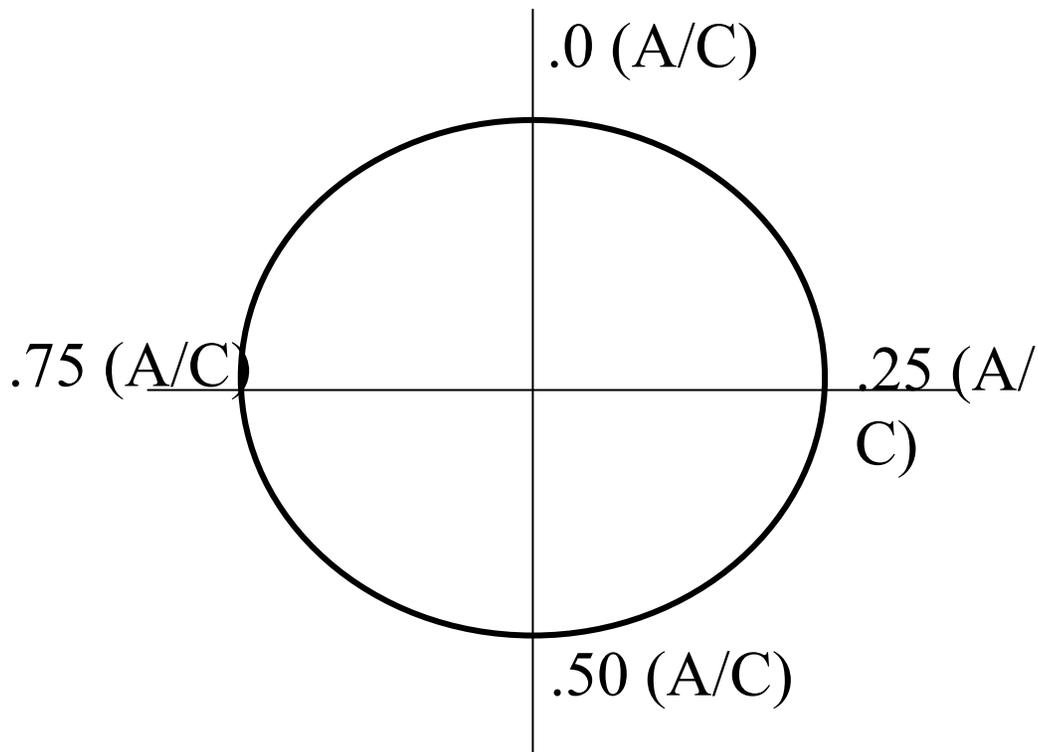
Most handheld GPS units can easily be set up to do any formats. If you do not have that option do this:

To convert **Degrees Minutes Seconds** to **Degrees Decimal Minutes**, divide seconds by 60.

$$\text{Example: } 48^\circ 20' \underline{30}'' \quad \text{a} \quad (\underline{30}'') \div 60 = .5' \quad \text{a} \quad 48^\circ 20.5'$$

To convert **Degrees Decimal Minutes** to **Degrees Minutes Seconds**, multiply hundredths (i.e. .12) by 60.

$$\text{Example: } 48^\circ 20.\underline{5}' \quad \text{a} \quad .5' \times 60 = 30'' \quad \text{a} \quad 48^\circ 20' 30''$$



EQUIPMENT HIRE PROCEDURES

If possible, coordinate with the Zone prior to signing up equipment. Zone will submit a Resource Order through the Zone Dispatch for all hired equipment. Use the Equipment Rental Rates shown for the equipment you need.

Note: Dozers cannot be hired without Land Manager approval; contact Dispatch for assistance.

Signing Up Emergency Equipment

Very important to perform a complete and thorough pre-inspection of the equipment and document the hire, in writing. List all visible damage and condition of the equipment (**DO NOT WRITE VEHICLE IN GOOD CONDTION – GIVE DETAILS**). The pre- and post- inspections are invaluable documents for adjudicating claims. Before you use the equipment, document the following information:

Name and address of legal owner (operator and owner may be different people).

Payment will be made to the legal owner.

Owner's Social Security Number/Employer Identification Number (EIN)

Date and time of hire

Location and purpose of hire

Vehicle Identification Number and/or License Plate Number

Method of hire and work rate

Pre-inspection, noting condition and all damage. (If equipment is a 1976 and this is 2005 the condition most likely will not be excellent. Documentation of damage and equipment is very important in case of a claim. Take photos of the equipment if a camera is available.)

Boats: Required adult-rated life preserver for each passenger

Signature of legal owner/authorized representative and agency representative (you).

DO NOT HIRE UNSAFE OR UNUSEABLE EQUIPMENT

Operators or Drivers

Operators and drivers will comply with **state and local requirements**. Boats and heavy equipment must be hired with a vendor-provided operator. For other equipment, you may need to hire casual (EFF) driver (e.g., pick-up). Drivers are required to have valid state driver's license in their possession for the appropriate vehicle class before operating the vehicle.

Equipment Hired

Owner can only operate one piece of equipment at a time. Additional pieces of equipment will have additional operators or be hired as un-operated. If owner is the operator of more than one piece of equipment, then each piece of equipment will be paid for the actual hours worked. See examples below:

Example: Vendor has a dozer and backhoe hired and vendor is the operator on both pieces of equipment. The operating hours of the equipment must be broken down for each piece of equipment (i.e., dozer 0700-1200, backhoe 1230-2000). **The vendor cannot claim the same hours of operation for both pieces of equipment (i.e., 0700-2000 for dozer, 0700-2000 for backhoe).** A special rate will have to be negotiated by the Procurement Office, contact them at 356-5770/5772.

Note: There are no standby rates; equipment is either on-shift or off-shift during the operational period. Equipment hired with operator is paid **EITHER** for actual hours on shift **OR** the Guarantee amount, whichever is higher.

During Period of Hire

Equipment use is documented on an Emergency Equipment Shift Ticket (OF-297). The agency representative who manages the equipment, **not the equipment vendor**, fills out the Shift Ticket. For equipment hired with operator, both the vendor and the agency representative sign the Shift Ticket at the end of each operational period. Record **On Shift** time for the equipment only, not the operator. Record **Off Shift** time for meal breaks, maintenance, repairs or down time. Block 5 of the Shift Ticket must be completed with the equipment **operator's** name. Equipment hired without operator (i.e., ATV), the shift ticket will be signed by both the vendor and agency representative upon release of the equipment.

The daily rate for equipment is based on a 24 hour period (calendar day) of availability to the government. Payment will be full daily rate for over 8 hours of hire and half daily rate for less than 8 hours of hire. If the vendor uses the hired equipment for **personal use for any period of time** (e.g., drives it home after shift) **a reduction of 30 percent** of the daily rate will apply. The reduction is due to equipment not being readily available (i.e., 2200-0600 equipment is taken home, equipment not available for a full 24 hours).

The incident is responsible to complete a thorough post-inspection **each day** equipment is removed from the incident for the vendor's personal use (e.g., spend the night at home and return to the incident in the morning). A **new** pre-use inspection must be completed when the equipment is returned to the incident the next day. Note in remarks "Removed from incident for personal use."

Be sure you know the status of all equipment: ensure it has been inspected, usage is being documented, and the **operator** understands whether the equipment is in pay status or not.

Releasing Emergency Equipment

Agency representative must perform a thorough post-inspection of the equipment and document the release, in writing. Document the following information before releasing the equipment:

Date and time of release

Post-inspection (List all damage and condition equipment. **DO NOT USE THE TERM BAD OR GOOD. DESCRIBE BODY DAMAGE/CONDITION. Take photos of the equipment if camera is available.**)

Document any potential claims (how it occurred, who was operating the equipment, and any witnesses)

Signature of owner/authorized representative and agency representative (you)

Ensure Zone has been notified if there is a potential claim. Original hiring and daily use documentation is submitted to the Zone to complete the Emergency Equipment Use Invoice (OF-286). Inform vendor that payment is subject to a final audit by the Zone administrative office. Payment will be processed approximately 30 days after release date of the equipment. **Alaska Fire Service does not make payments.**

Note: The State of Alaska uses different forms and procedures to hire equipment. On a State of Alaska incident, coordinate with the local area office.

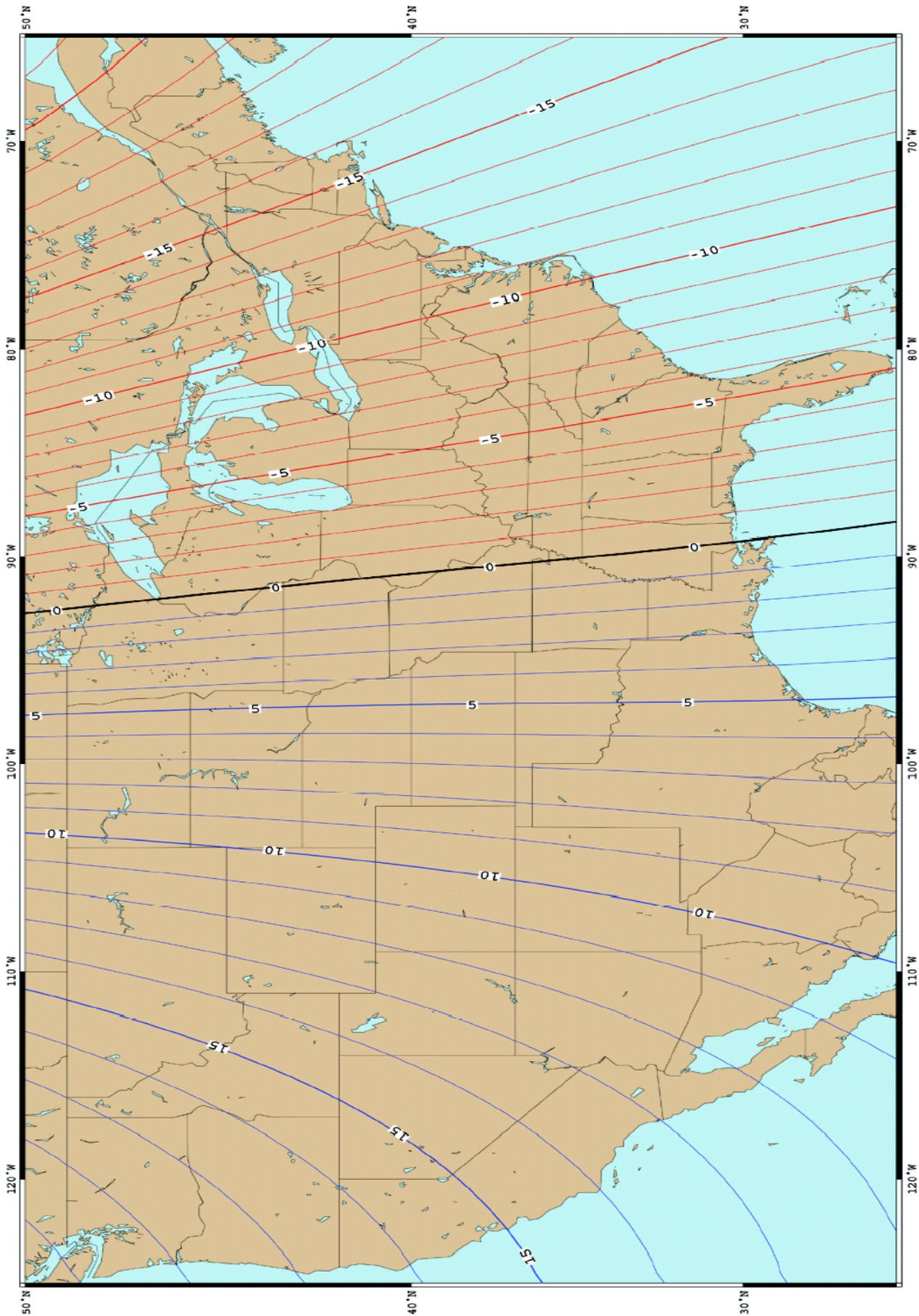
Procurement is the only office authorized to negotiate agreements. (907-356-5770/5772/5774).

EQUIPMENT RENTAL RATES

Equipment Info	Method of Hire		Operator Info/Special Instructions
Recreational ATV, 4 Wheeler Recreational ATV, 4 Wheeler 4x4 Recreational ATV, 6 Wheeler 6x6 Trailer for 4-Wheeler	Hire @ Daily Rate	\$53/Day \$63/Day \$155/Day \$10/Day	Use Government operator or hire operator @ AD-2 All operators must have agency qualification training
Engine ATV, Foremost or Nodwell, 5000+ Gallon Tank	<u>Hire @ Daily Rate</u>	*Rates/Wet Single Operator \$2182/day *Rates/Wet Double Operator \$3941/day	*Rate/Dry Double Operator \$3468/day *Rates/Dry Single Operator \$1746/day Vendor Operated (Owner pays Operator) **Operating Supplies - See Below
AIRBOATS			
Under 6 personnel Over 6 personnel	Hire @ Daily Rate	\$710/day \$1460/day	Vendor operated (Owner pays Operator) - Bare Boat Charter Adult Rated Life Preserver required for each passenger. **Operating Supplies - See Below
BOATS			
16' - 20' 21' - 23' 24' - 26'	Hire @ Daily Rate	\$500/day \$600/day \$700/day	Vendor Operated (Owner pays Operator) - Bare Boat Charter Adult Rated Life Preserver required for each passenger.
16' - 20' 21' - 23' 24' - 26'	Hire @ Daily Rate	\$550/day \$650/day \$750/day	**Operating Supplies - See Below
16 ^c - 22' 23' - 26'	Round trip Round trip	\$200/trip \$250/trip	
PASSENGER AND CARGO VEHICLES			
Passenger/Cargo Truck, Pickup, 4 X 2, 1/2 ton Truck, Pickup, 4 X 4, 1/2 ton SUV/Suburban, 1/2 ton Van, 10 Pax, 3/4 ton Van, 12-15 Pax, 1 ton(MUST REMOVE 4TH SEAT)	Hire @ Daily Rate	\$90/day \$116/day \$97/day \$110/day \$125/day	Hire Operator @ AD-2 (or use Govt. Op.) BLM POLICY - CAN NOT HIRE VANS THAT EXCEED 10 PASSENGER CAPACITY VALID DRIVER'S LICENSE REQUIRED ***GOVERNMENT PROVIDES OPERATING SUPPLIES FOR UN-OPERATED EQUIPMENT
NO MORE THAN 10 PAX INCLUDING DRIVER			
Dozers	<u>Hire @ Daily Rate</u>	*Rates/Wet Single Operator \$1238/day *Rates/Wet Double Operator \$2211/day	*Rate/Dry Double Operator \$1945/day *Rates/Dry Single Operator \$990/day
D-3, D-4, JD-450 D-5B, TD-158, JD-750 D-7C, TD-158, HD-11EP D-7D, JD-850 D-7F, D-65A-12, 20B D-7H, TD-25B D-7G, D-8H, D-85E-12 D-8K, D-9, TD-35E		\$1454/day \$1574/day \$1658/day \$1994/day \$2294/day \$2474/day \$2666/day	\$2294/day \$2488/day \$2623/day \$3165/day \$3649/day \$3940/day \$4249/day
Vendor Operated (Owner pays Operator) Contact Dispatch for Land Manager Approval Before Hiring Dozer. **Operating Supplies - See Below			

***When equipment is hired as un-operated, the Government will provide the operating supplies. The Contractor, when Government furnishes the operating supplies the cost will be deducted from the payment

Magnetic Declination for the U.S. 2004



Based on the International Geomagnetic Reference Field (IGRF), Epoch 2000 updated to December 31, 2004

<http://www.ngdc.noaa.gov>

Mercator Projection

Contours of Declination of the Earth's magnetic field. Contours are expressed in degrees. Contour Interval: 1 Degree (Positive declinations in blue, negative in red)

Produced by NOAA's National Geophysical Data Center

The IGRF is developed by the International Association of Geomagnetism and Aeronomy (IAGA), Division V

Smokejumper Medivac Plan

****If you are on the base and you need immediate Advanced Life Support responding from Ft Wainwright, have AICC/SMJ Operations call 911.**

**** Any cell phone used on Ft. Wainwright will dispatch a resource that is further away; outside of Ft. Wainwright.**

****Call 911! If you can't, call AICC or have the jump ship call AICC on GOLD and have them call 911**

1. Tell them **WHERE YOU ARE** (see list of jump spots below)

a. Can they drive to where you are?

Do you need a medivac helicopter?

2. Tell them the **NATURE OF INJURY** (example - jumper fell 20 feet from tree and broke leg)

3. Tell them the **NUMBER OF PEOPLE INJURED**

4. Tell them **HOW THEY CAN REACH YOU**

a. Phone Number.

Radio through AICC – Have them call AICC to pass messages.

Phone #'s: AICC – 356-5670

Cell #'s: Trainer - 388-3203

Smokejumper Box – 356-5540

Jump spot – 388-3282

Bill – 356-5541

Rookie Trainer – 388-3202

Alaska State Troopers 907-451-5333/5100

GVEA 452-1151, 458-7200 * **in case of streamers in the power lines**

Frequent Training Sites and Addresses:

Big spot – Top of Birch Hill Loop Rd. (Ft. Wainwright)

River Road – River Road (Ft. Wainwright)

PICEA/ Side Hill – Near Rock Quarry. North at the intersection of River Rd. and Canol, 0.4 Miles down Canol, Right, Past Rock Quarry (Ft. Wainwright) **Combo 0911**

Tall Grass and Dead Moose – Sage Hill Rd Rd. 1/2 mile North of River Rd. (Ft. Wainwright)

Stink Pond – Ski Hill Rd. East, Rt. At base of hill (lower Sage Rd.), ¼ mile down road Rt. Side.(Ft. Wainwright)

Farmer Brown's Field/ Gettenger's Field. – Intersection of Steele Creek Rd. and Northern Lights. (Fairbanks)

Leslies Field – Across from intersection of CHSR and Spudsberry Dr. 2.8 m CHSR (Immediately south of Farmer Brown's Field)

Bunker Hill Intersection of Sage Hill Rd. and E. Ammo Rd. (1.75 m down Sage Hill Rd.)

Nordale – Nordale Rd., 3/4mile North of Chena River Bridge (North Pole)

Chena Flood Plains/Mad Bill – End of Laurance Rd.(E), jump spot varies.(North Pole)

****Addendum to Chena Flood Plains - Rookie Camp-Out** spot will vary; give (Latitude by Longitude) by GPS.

Paintball- North at intersection Blessing Ave. and Gordon Rd. (North Pole)

Grizz Pond- Chena Lake/Chena Recreation Area;

At the end of Dyke Rd., North side (North Pole)

Helicopter Medivac Facts:

Aircraft: Army Blackhawk; night ops capable, **Lat. & Long.** Cords. Preferred.

Helispot: L.Z. **50 ft. X 50 ft.** min., Rescue Basket, **5 ft. X 5 ft.** min.

Personnel: US Army EMT's, ca treat **1-4 patients**, depends on type of injury.

Freq.: Channel **#16 (AIR GUARD): 168.625 Rx/Tx**, give freq. to State Troopers When Medivac is ordered.

STATE	SERVICE NAME	HOSPITAL	PHONE #'s
Alaska	MAST	Alaska State Troopers	907-451-5333/5100
Arizona	Classic Life Guard		928-645-2042
California	Mercy Air Ambulance	Mercy Medical Center Redding, CA	530-225-7252
	Mountain Lifeflight	Susanville, CA	800-926-0801
	Air Med Team	Redding Medical Center	800-432-9944
Colorado	St. Mary's Air Life	St. Mary's Hospital Grand Junction	800-332-4923
	Yampa Vally Air Ambulance	Steamboat Springs, CO	800-900-6800
	Flight for Life	Colorado Springs, CO	800-422-2254
	Air Response	Englewood, CO	303-768-8089
	Flight for Life	St. Anthony Hospitals Denver, CO	800-525-3712
	Transport Care	Memorial Hospital Colorado Springs	800-763-4373
Idaho	Life Flight	St. Als - Boise, ID	800-367-3230
	Life Flight	Bannock Reg. Med. Center Pocatello, ID	800-232-0911
	Access Air	Boise, ID	208-333-9911
Montana	Life Flight	St. Patrick Hospital Missoula, MT	800-991-SEND
	Mercy Flight/Medflight	Great Falls, MT	800-972-4000
	DEACARE Help Flight	All in Billings, MT	800-325-1774 800-538-4357
Nevada	Medic Air	Reno, NV	800-234-3822
	Access Air	Elko, NV	775-738-3493
	Care Flight	Reno, Gardnerville, and Truckee	775-858-5700
New Mexico	Southwest Air Ambulance Med Flight Air Ambulance Lifeguard Air Emergency Services Gallup Med Flight	Fairacres/Las Cruces, NM Albuquerque, NM Albuquerque, NM Gallup, NM	505-525-2660 800-842-4431 800-633-5438 505-863-6606
Oregon	Air Life of Oregon Life Flight Network Lifeguard Air Ambulance	Bend, OR Portland, OR Hillsboro, OR	800-522-2828 800-452-7434 503-640-2927
Utah	Air Med	Univ. of UT Health Sciences Salt Lake	800-453-0120
	Life Flight - IHC	Intermountain Health Care Salt Lake	801-408-1234
Washington	Northwest MEDSTAR Airlift Northwest	Spokane, WA Seattle, WA	800-422-2440 800-426-2430
Wyoming	Wyoming Life Flight	WY Med. Ctr. - Casper, WY	800-442-2222

2009 Alaska Smokejumper EMTs

Current EMTs:

Corley, Matt
Cramer, Jeff
Dobrovolny, Ben
Foland, Randy
Karp, Evan
Kelsey, Dawson
Kobayashi, Brendon
Marchini, Tony
McPhetridge, Jeff
Miller, Robert
Oakleaf, Matt
Stark, Jeff
Swisher, Chris
Mason, Gabe
Boercherding, Kurt
Granger, Bram
Dudley, Chris
Hampton, Warren
McQueary, Porter
Fremont, John
Wennogle, Chris
Sheilds, Kip
Scanson, Ward
Beninati, Scott

Patient Assessment

1. Scene Size-Up:

- Safety
- Gloves and eye-protection (BSI)
- Mechanism of Injury (MOI)
- Number of Patients
- Spinal Stabilization?

(Make the decision to evacuate early)

2. Initial Assessment:

- Level of consciousness (AVPU)
- Airway
- Breathing
- Circulation

3. Focused History & Physical Exam:

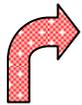
- Vital Signs
- Physical Exam
- SAMPLE History
 - Symptoms
 - Allergies
 - Medications
 - Past History
 - Last Meal
 - Events

CPR Summary

Check consciousness
Call EMS (if possible)
Open Airway
Look, Listen, Feel



Give 2 breaths



BREATHS DON'T GO IN



Reposition



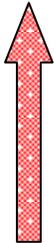
Try again **Yes**



No



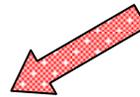
Thrust and sweep



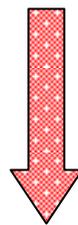
BREATHS GO IN



Check Pulse



No



Yes



Chest Compressions & ventilation **(30/2)**

Rescue Breathing **(5/1)**

Anaphylaxis

Maintain an open airway, assist with ventilations if necessary, and put the patient in a position of comfort. Initiate CPR if necessary.

Epinephrine should only be administered to patients with symptoms suggestive of an acute systemic reaction: generalized skin rash, difficulty breathing, or facial swelling. For patients with these symptoms: inject 0.3 mg of 1/1000 epinephrine (adult patient) into the lateral aspect of the deltoid, or the anterior aspect of the thigh (either subcutaneously or intramuscularly). Repeat injections every 5 minutes if condition worsens, or every 15 minutes if condition does not improve, for a total of up to 3 doses.

Administer 50-100 mg of Benadryl by mouth every 4-6 hours if the patient is awake and can swallow.

Administer Prednisone, 40-60 mg / day.

Because a rebound reaction can occur, all victims of an anaphylactic reaction should be evacuated to and evaluated by a physician.

Establish large bore IV of Ringer's Lactate with 16 gauge catheters.

Spine Injuries

(Clearing a potential spine injury, when there is a positive mechanism for such an injury, requires careful evaluation that focuses on patient reliability, nervous system function, and spinal column stability. Adequate time must be allowed for the evaluation. Repeat examinations may be necessary.)

1. Assess for mechanism of spine injury. If positive or uncertain mechanism exists, protect the spine by hand stabilizing it in the in-line position.
2. Do a thorough evaluation including a history and physical examination. To rule out a spine injury the patient must meet all of the following criteria:
 - A. Patient must be reliable. The patient must be cooperative, sober, and alert, and must be free of other distracting injuries significant enough to mask the pain and tenderness of spine injury.
 - B. Patient must be free of spine pain and tenderness.
 - C. Patient must have normal motor/sensory function in all four extremities:
 1. Finger abduction/adduction or hand/wrist extension (both)
 2. Foot planter flexion/extension or great toe dorsiflexion (both)
 3. Normal sensation to pain and light touch in all four extremities
 4. If reduced function in one particular extremity can be attributed with certainty to a condition unrelated to a potential spine injury (wrist fracture, for example), that deficit alone will not preclude ruling out a spine injury, because the motor/sensory assessment contain redundancy.
3. If a spine injury has not been ruled out, the patient must be fully immobilized.

IV FLUID THERAPY INSTRUCTIONS

INDICATIONS: Initiate an IV whenever you feel that shock may be a problem. Do not wait for BP to start falling before beginning fluid replacement therapy.

CONTRAINDICATIONS: Initiate an IV in the following situations but only at a TKO (To Keep Open) rate; Heart Attack and Head Injury.

MAST PANTS OR (PASG) PNEUMATIC ANTI-SHOCK GARMENT: Consider the use of MAST Pants with shock driven falling blood pressures. Inflation of the MAST Pants may improve your chances for a successful IV catheterization.

EQUIPMENT:

1. Bag of Ringers Lactate Solution
2. Infusion set
3. IV Catheter 16 gauge or larger
4. Betadine and alcohol scrub pads
5. Tape cut to appropriate lengths
6. Band aid
7. Tourniquet
8. Arm Board

TECHNIQUE: GET ALL YOUR EQUIPMENT READY FIRST

1. **Use full precautions against blood borne pathogens. Gloves, masks, medical waste bags and sharps containers; BSI !!!**
2. Use sterile technique.
3. Check IV Bag for gross moisture.
4. Remove jacket from bag, check for leaks, clarity, and expiration date.
5. Rig an IV Bag stand or have someone hold the bag.
6. Remove infusion set and run flow control up tubing to chamber.
7. Shut down flow control and spike the bag. Squeeze drip chamber to fill it.

8. Remove protective cap from needle end of tubing and save.
9. Open flow control and run air out of tubing, replace cap.
10. Place tourniquet on patient above the injection site.
11. Scrub injection site with betadine pad. Wipe betadine off with an alcohol swab.
12. Insert catheter with bevel up at a 45 degree angle; through the skin and into vein.
13. Blood flash into chamber of the catheter shows you that you are in the vein. Lower the end of the catheter to the skin and insert needle another 1/4 to 1/2 inch.
14. Holding needle stable, thread catheter into vein.
15. Release tourniquet.
16. Withdraw needle and tamponade the vein with one finger.
17. Plug in the infusion set.
18. Begin flow to prevent blood from clotting into the catheter.
19. Place band aid over the injection site.
20. Tape catheter and tubing in place with safety loop in tubing.
22. Adjust flow to desired rate.
22. Place arm board on patient.

FOLLOW-UP:

1. Watch for swelling at infusion site indicating infiltration.
2. If IV is infiltrating you will have to remove the IV and start at a new site closer to the body.
3. Watch for signs of fluid overload i.e. Distended neck veins, difficulty breathing, increasing lung sounds. Reduce rate to TKO if necessary.

CHANGING BAGS:

1. Don't run the bag dry!! Get another bag ready before the first bag is empty.
2. Inspect the second bag as you did the first.
3. Shut down the flow control.
4. Unplug first bag and spike into second bag.
5. Confirm that there is still fluid in the drip chamber.
6. Open flow control valve to desired flow rate.

TROUBLE SHOOTING A STOPPED IV:

1. Confirm that the tourniquet is removed.
2. Check for kinks in the tubing.
3. Open flow control to full open.
4. Lower IV bag below the infusion site to see if you're still in the vein.
Blood will flow into the tubing if the catheter is not plugged.
5. Raise IV bag higher and gently squeeze bag.
6. Withdraw the catheter slightly and rotate.
8. Check for infiltration.

MONITORING VITALS:

1. Monitor lung sounds frequently.
2. Monitor BP frequently. If BP drops below 90 mm hg, increase the flow rate.
3. Keep a running record of the vitals and be prepared to pass them on the more qualified care giver.
4. Remember that a normal systolic pressure ranges from 90-150 mm hg.
It is important to monitor the total picture of the patient's condition.

COMMON MISTAKES IN IV ADMINISTRATION TECHNIQUE:

1. Not checking the fluids expiration date.
2. Not closing down the flow control valve before plugging into the bag.
3. Contaminating the end of infusion tubing by holding it up when fluid is flowing.
4. Not lowering and threading the needle into the vein after the blood
Flash to.
5. Forgetting to remove tourniquet.
6. Going into a panic.

VEIN SELECTION:

1. A BP cuff makes an excellent tourniquet.
2. Having the patient squeeze a roll of kerlix or an ace bandage will help makes veins appear.
3. Vein should be fairly straight and lie on a flat surface.
4. Avoid the following:
 - A. joints
 - B. the junction of veins
 - C. valves in veins
 - D. veins near the injury area
 - E. veins of the lower extremities

GENERAL:

In general, the forearm is the preferred site with the back of the hand being the second choice.

If you don't get a good stick in a vein, try again closer to the body on that same arm. You may want to begin as close to the hand as possible and work your way up the arm in case you miss.

Never push the needle back into the catheter once you have started to withdraw it or pull the catheter back over the needle while it is still in the vein. You risk shearing a piece of plastic off the end of the catheter creating a plastic embolism in the vein.

Use full precautions against blood borne pathogens. Gloves, masks, medical waste bags and sharps containers, BSI !!!

ASSISTED TREE LET-DOWN

Safety Line: Climb-up to the jumper and secure the jumper with a safety line using a “loop girth” hitched to the bowl of the tree, or a load bearing branch. Then clip the line into a main parachute ring.

Anchor: Tie the anchor above the jumper using a “loop girth” hitched to the tree. Use a directional anchor if needed.

Route Let Down Line: Clip a carabineer to the anchor(s) and run the letdown line through the carabineer(s) to the injured jumper.

Tie-Off To Jumper: Expose the letdown rings on the jump suit and run the letdown line behind the Velcro chest strap and through both rings. Tying the letdown line off with three half hitches between the Velcro chest strap and letdown rings.

On Belay: The other end of the letdown line is secured to a tree or jumper with a munter hitch for a friction knot.

Belay Jumper To the Ground: With the letdown line tight, unclip the safety line and pull the main release cables (loose side first). After the risers are released from the harness belay the jumper to the ground.



Z-DRAG

This system is to assist in jumper extraction, ascending or descending a litter.

Find a solid object (i.e., tree, rock) above the accident site. Tie an anchor with a girth hitch around the solid object.

Clip a carabineer to the anchor and tie a let down line using three half hitches to the carabineer.

The let down line then goes downhill to the litter through a carabineer secured to the litter, back up hill through a carabineer clipped to the anchor, and back down to the belayer.

The belayer secures the webbing to them self and assists in the evac.

Use of Vicodin ES - Quick Reference Guide

Vicodin ES capsules will be used for relief of moderate to severe pain. It is particularly suited for use on extremity injuries.

The patient must be able to absorb capsules through their stomach so there must be indications that their digestive system is functioning normally.

Vicodin ES is **not** to be used in the following cases:

- * Head injuries. Vicodin ES increases cerebral blood flow and thus raises intracranial pressure, putting more pressure on an injured brain.
- * Central nervous system injuries or diseases, such as coma, concussion, stroke, or epilepsy, since Vicodin ES depresses brain function.
- * Chest injuries or diseases that impair breathing, such as asthma COPD, or hypoxia, or if the respiratory rate is lowered. Vicodin ES causes respiratory depression and increased airway resistance.
- * If the patient is having difficulty maintaining blood pressure due to advanced shock, particularly that caused by loss of blood, since Vicodin ES may cause lowering of the blood pressure.
- * Burns
- * Medical illnesses and diseases, such as heart attacks, appendicitis, or gall bladder disease.
- * If the patient has consumed alcohol, other sedatives, depressants, or tranquilizers. The combination of Vicodin ES with other drugs greatly increases the effects and may create unpredictable effects such as respiratory arrest.
- * If the heart rate is abnormally high (tachycardia)
- * If the patient has taken Monamine oxydase inhibitors in the previous two weeks. Certain drugs for treating high blood pressure and antidepressants are monoamine oxydase inhibitors.

Trade name

Anexsia ®
 Co-Gesic ®
 Hydrocet ®
 Lorcet ®
 Lortab ®
 Oncet ®
 Panacet ®
 Vicodin ®
 Zydone ®

Chemical name

Hydrocodone/Acetaminophen

EMT Quick Reference Guide

The following are just some quick reference guides to possible “common” injuries seen on a jump and the appropriate action taken to help your bro the best you can.

* First and foremost remember BSI and scene safety, then A-B-C’s and the mechanism of injury, then proceed to treating individual injuries on the patient. Most if not ALL serious jump related injuries a C-collar will be needed due to mechanism of injury.

*** For all of these injuries as the EMT in charge remember, step back, **BREATH** evaluate the **ENTIRE** situation. All the bros are going to want to help so assign jobs to get them off your back and expedite helping the injured i.e. securing the fires edge cutting a heli-spot. The basic thing I am trying to say here is free yourself up as much as you can so that you are able to have good situational awareness of the entire incident that is going on.

43 ADMINISTERING O²:

In most situations giving an injured patient O² can not hurt. Steps to apply O² are as follows; crack main valve, look to see if gasket is in place on regulator, make sure regulator is closed, align pins and thread on by hand, attach tubing, tell patient what you are doing, put either nasal canula or non-rebreather on patient, adjust flow * remember transport time and amount of O² that you have available.

DEEP LACERATIONS THAT NEED PRESSURE BANDAGE :

Signs: These will be obvious

Corrective Actions: 1st elevate, 2nd direct pressure on wound to stop bleeding, 3rd if that doesn't work use a pressure point i.e. brachial, femoral for the bodies extremities. Applying a pressure bandage, place several gauze pads on site then use self-adhesive wrap to apply pressure on site. Always check for distal pulse/motor/sensory before and after dressing is applied. Irrigate wound if necessary you can use a 1% povidine solution, do this by putting an iodine pad into a quart of water. Impalements are only removed if they impede with transport. Treat them as an open wound.

CPR: CPR remember 30:2 ratio @ 100 compression/min. This may be stopped after 30 min. of unresponsiveness.

APPLYING PASG PANTS:

Possible times they would be needed: after IV's inserted BP is still below 90 systolic, control external bleeding in lower extremities, acts as an air splint, provide indirect pressure to control bleeding in pelvic and abdominal cavities

Application of PASG pants: lay pants out, make sure patients clothing is removed, log roll patient onto pants (already on sked would be nice), enclose legs and abdomen Velcro, check tubes and stopcocks, open leg stopcocks ONLY, pump until Velcro starts making crackling noise, close stopcocks, check BP and distal pulse, if systolic is below 90 inflate abdomen. * **contraindications of using PASG pants are 1- Head Injury, 2- any abdominal injury, 3- pulmonary edema (water in the lungs) go with patient if you are EMT in charge to ER room since PASG pants aren't used much any more and the proper removal procedures must be done. Never deflate in the field.**

TREATING FOR SHOCK:

Signs and symptoms: Altered mental status, skin is pale, cool and clammy, nausea or vomiting, pulse and respirations increase, BP drops, thirsty, dilated pupils and cyanosis around lips are signs as well.

Corrective Actions: The Best thing is to recognize shock early. Maintain their airway. Give them O² at a high flow rate. Elevate their legs 8-12 inches if no head/spine injuries exist. Cover them with a blanket and get them out of direct contact with the ground so that their body doesn't lose heat. Get them transported as fast as you can, keeping them as calm as possible fear increases shock. Give IV if necessary.

Clearing Spinal Injuries: Careful evaluation and focused patient reliability is a must for this. Criteria- 1) patient reliable sober, alert, cooperative, free of distractions from other injuries 2) free of spine pain and tenderness 3) Normal Motor Sensory function in all 4 extremities. Finger and foot Flexion and extension, normal sensation to pain and tenderness (finger versus point recognition) if patient fails any of these test fully immobilize.

USE OF VICODIN:

Vicodin capsules will be used for relief of moderate to severe pain. It is particularly suited for use on extremity injuries. Vicodin given orally takes 30-60 minutes to take effect. Start with two tablets. Give Vicodin every 3 to 4 hours or as needed for pain thereafter. If you shorten the interval between tablets the likelihood of overdose increases. Record how much. When, where, how and why administered on the tag provided with the kit and attach it to the patient in a prominent place. Notify the medical facility that the patient is delivered to of this information. **Contraindications of Vicodin are: Head injuries, impair breathing, difficulty maintaining blood pressure due to advanced shock, burns, Heart rate is abnormally high, be prepared for vomiting.** Since Vicodin may cause dizziness or faintness do not let the patient stand or walk unassisted.

TREATING FOR A HEAD INJURY:

Signs and symptoms: feel "groggy", dilated pupils, altered mental status, bleeding etc.

Corrective Actions: Assume spinal injury and place a C-collar on, monitor breathing changes, keep patient calm, control any bleeding, treat for shock, do not let patient fall asleep.

APPLYING TRACTION FOR A FEMUR FRACTURE:

Signs and Symptoms: This one is going to be obvious.

Corrective action: 1st check distal (below injury) pulse, motor, sensory (PMS); Apply ankle hitch snugly just above the ankle, apply thigh strap at belt line (remind bro to adjust himself accordingly), size the pole so that it is longer than the leg, insert pole ends into pole receptacle on thigh strap, secure yellow strap over the knee, apply red strap on the thigh and green strap on lower leg, pull red tab to apply traction to patient till it feels better, , secure patient for transport. Think about transport time and give meds and IV as soon as possible.

* **Traction may have to be applied more than once and never release traction once applied. If there is obvious knee damage traction should not be given.**

BROKEN BONES OR DISLOCATIONS:

Signs and symptoms: Obvious.

Corrective Actions: Check PMS, if no distal pulse found one attempt to move back into place may be made, splint in position of function above and below the injury, attach to body to limit excessive movement of injury.

ALLERGIC REACTIONS / BEE STINGS:

Signs and Symptoms: Drop in Blood Pressure, swelling of tissue and possibly the airway, hives, wheezing, increase Heart rate, headache, nervousness feeling, altered mental status, nausea and flushed skin.

Corrective Actions: Manage airway / apply O², give Benadryl every 4-6 hours immediately, if reaction is severe enough epinephrine can be administered. EpiPen into the meat portion of outer thigh push the injector till it activates and hold it there for 10 seconds, up to three doses. Administer Prednisone 40-60 mg/day if transport is going to be long. Treat patient for shock and continue with O².

Burns: Establish 2 large bore IV's. 20 cc/KG Fluid immediately, first 24 hrs 4 ml lactated ringers/kg of body weight/% body burned, half of this is administered w/in first 8 hrs. Medicate for pain (vicodin) 1-2 pills every 4 hrs. Get a hold ALS to set-up transport to burn center if necessary.

2009 ALASKA SMOKEJUMPERS CERTIFICATED RIGGERS

UPDATED 3/25/2009

<u>Name</u>	<u>Certificate Rating</u>		<u>Symbol</u>
Allen, Matthew	Senior	Back, Chest	SBQ
Allen, Robert	Senior	Back, Chest	RBQ
Baumgartner, Gary	Master	Back, Chest	PUH
Bradley, Michael	Senior	Back, Chest	TED
Cramer, William	Master	Back, Chest	RDK
Cramer, Jeff	Senior	Back, Chest	VE1
Duning, Eric	Senior	Back, Chest	T5U
Foland, Randy	Senior	Back, Chest	TDZ
Hade, David	Master	Back, Chest	PUJ
Kelsey, Dawson	Senior	Back, Chest	RRJ
Knapp, JP	Senior	Back, Chest	RP1
Kubichek, Thomas	Master	Back, Chest	RBW
Mackey, Doug	Master	Back, Chest	SBI
Marchini, Tony	Senior	Back, Chest	SBK
McPhetridge, Jeff	Senior	Back, Chest	SA4
Schober, Bob	Senior	Back, Chest	SCF
Smith, Ivan	Master	Back, Chest	SCE
Stark, Jeff	Senior	Back, Chest	TD9
St. Clair, Lisa	Senior	Back, Chest	TEC
Swisher, Chris	Senior	Back, Chest	TEB
Thompson, Richard	Senior	Back, Chest	RBT
Weber, Jared	Senior	Back, Chest	TEA
Wiehl, Alfred	Master	Back, Chest	RBV
Yeager, Robert	Senior	Back, Chest	SBN

Current Alaska Field Rigging Supervisors:

M. Allen, R. Allen, Baumgartner, Bradley, Cramer, Hade, Kelsey, Kubichek, Wiehl, Yeager, Mackey, Marchini, McPhetridge, Smith, Stark, St. Clair, Swisher, Weber, Foland.

2009 BOISE BLM FIELD RIGGING SUPERVISORS

SENIOR RIGGER	MASTER RIGGER
BOHNSACK, JESS	ADELL, MARTY
BOOMER, MIKE	BURIN, MIKE
BOWERS, MATT	CLEMENTS, FRANK
BROLLIER, JUSTIN	ERNIE, BIG
CRESTO, BRIAN	HOHN, JARED
CUSHMAN, ALLISON	JINKINS, TODD
DRAZINSKI, JEROME	MOTES, MARK
ESTEY, DAVE	RAUDENBUSH, JIM
GERHARDSON, PHIL	WASSER, WALT
GERMANN, HANS	ZUARES, DAVE
GEVING, DENNIS	
HARTMAN, DERRIK	
HAYDON, MIKE	
HIPKE, ERIC	
HOFMAN, JASON	
HOHN, PAUL	
JOHNSON, BRENT	
JOHNSON, TODD	
MAIER, KEVIN	
MORROW, SCOTT	
ORR, SHANON	
ROACH, SHANE	
SCHAEFFER, TIM	
SKUDLAREK, MARK	
SPRINGER, DALE	
STROUD, STEVE	
TENNESON, MEL	
TURNER, ROBERT	
URBAN, MARK	
WALKER, ERIC	
ZIMMERLEE, RICH	

LOFT

DROGUE, HARNESS, AND CARGO CHUTE TIES

Drogue Tie off - one wrap 8 cord, surgeons knot

Droop Risers - one wrap super tack

Reserve Static Line - double wrap red safety thread

Harness Cable Housing - one wrap super tack, talk to loft if a field repair is needed

Lower RSL length from cable housing cover to snap shackle = 3 ¾"

Upper RSL length from cable housing cover to velcro = 2"

**REMEMBER ANY HARNESS MAINTENANCE NEEDS
TO BE PERFORMED BY A QUALIFIED RIGGER**

CARGO CHUTE APEX TIES

CARGO CHUTE CLOSING TIES

<i>Chute diameter and apex tie</i>	<i>Capacity</i>	<i>Chute Weight</i>
20' - one wrap break tape	120 lbs.	7 lbs.
24' - two wraps break tape	150 lbs.	13 lbs.
28' - two wraps break tape	225 lbs.	15 lbs.
32' - two wraps break tape	300 lbs.	18 lbs.

20' - closed with break tape

24', 28', and 32' - nose bag closed with 8 cord

Satellite phone – single wrap of 8 cord

“My ass cried wolf.” Al Seiler, describing a near miss flatulence incident on a run.

BLM SMOKEJUMPER HARNESS INSPECTION

HARNESS SERIAL NUMBER: _____

DATE: _____

INSPECTOR:

HARNESS PART	TYPE OF REPAIR/ REPAIRER'S NAME	FINAL STATUS
1. YOKE ASSEMBLY		
• SMALL RINGS		
• LOOP		
• GROMMET		
• TYPE 12 CROSSPIECE		
• 5 - CORD STITCH ON TYPE 17		
2. CONTAINER ATTACHMENT SNAPS		
3. MAIN RING ASSEMBLY		
• RW - 1 RINGS		
• TYPE 8 RW-1 RING ATTACHMENT		
• 5-CORD STITCH ON CONFLUENCE WRAP		
4. DROOP RISERS		
• WEB INTEGRITY		
• STITCHING BELOW & ABOVE RW-1 RING		
• TACKED DOWN W/1 WRAP SUPERTACK		
5. LEG STRAPS		
• SNAP		
• V-RING		
• 5 LAYERS ON TURNED END		
• WEBBING INTEGRITY		
• ELASTIC KEEPER		
• STITCHING AT SNAP		
• D-RING		
6. P.G. BAG ATTACHMENT		
• BOX - X STITCH AND ZIG ZAG		
• BAR-TACK		

HARNESS PART	TYPE OF REPAIR/ REPAIRER'S NAME	FINAL STATUS
7. WEBBING		
<ul style="list-style-type: none"> • HORIZONTAL BACKSTRAP 		
<ul style="list-style-type: none"> • DIAGONAL BACKSTRAP 		
<ul style="list-style-type: none"> • MAIN LIFT 		
8. CHEST STRAP, ADAPTER SIDE		
<ul style="list-style-type: none"> • ADAPTER STITCHING 		
<ul style="list-style-type: none"> • TYPE 12 AND TYPE 8 INTEGRITY 		
9. CHEST STRAP, STRAP SIDE		
<ul style="list-style-type: none"> • STITCHING 		
<ul style="list-style-type: none"> • TYPE 8 INTEGRITY 		
<ul style="list-style-type: none"> • VELCRO 		
<ul style="list-style-type: none"> • END TAB 		
10. CABLE HOUSING		
<ul style="list-style-type: none"> • TACKING 		
<ul style="list-style-type: none"> • HOUSING FERRULES 		
<ul style="list-style-type: none"> • RING-TOUNGE TERMINALS AND GROMMETS 		
<ul style="list-style-type: none"> • SHRINK TUBING 		
<ul style="list-style-type: none"> • SMOOTH PLAY OF CABLE THRU HOUSING 		
<ul style="list-style-type: none"> • HOUSING COVER 		
11. CLUTCH (MAIN RELEASE HANDLE)		
<ul style="list-style-type: none"> • STITCHING 		
<ul style="list-style-type: none"> • VELCRO (CLUTCH AND HARNESS) 		
<ul style="list-style-type: none"> • CABLE END AND SMOOTHNESS 		
12. DROGUE RELEASE		
<ul style="list-style-type: none"> • D/R ELASTIC & STITCHING 		
<ul style="list-style-type: none"> • D/R SWAGE 		
<ul style="list-style-type: none"> • CABLE END AND SMOOTHNESS 		
13. STEVENS SYSTEM (REVERSE STATIC LINE)		
<ul style="list-style-type: none"> • LINE INTEGRITY 		
<ul style="list-style-type: none"> • SNAP SHACKLES 		
<ul style="list-style-type: none"> • STITCHING 		
<ul style="list-style-type: none"> • TACKING (TOP AND BOTTOM POCKET) 		
<ul style="list-style-type: none"> • VELCRO (RSL AND HARNESS) 		

FINAL O.K. (NAME & DATE) _____

Field Rigging

Field Rigging Supervisor (RS)

Only people with a Senior or Master Riggers Certificate and approved by the loft will be Field Rigging Supervisors.

A current RS must be on site for all field rigging.

RS will directly supervise all rigging operations, including inspection, drogue rigging, and main rigging.

All field rigging sites must be approved by the RS.

RS will have the final say on airworthiness of all parachuting equipment including canopies, drogues, component parts, and harnesses.

RS will be responsible for maintaining Master Log records for field rigging stations. The RS will sign the Master Log for each parachute packed under his supervision.

RS is not authorized to make technical decisions regarding changes to system components. RS will refer to loft overhead if any unusual situation arises.

Rigging supervisors will have the authority to dismiss an individual from rigging duties if an individual fails to follow rigging procedures and policy .

Field Rigging and Inspection

Field rigging will only occur under the direct supervision of a rigging supervisor.

Rigging will be done only in an area subject to the rigging supervisor's approval. It must be large enough for complete inspection and rigging, free from all obstacles and debris, clean, smooth and dry. No rigging or inspection will be done on asphalt, concrete or open ground due to tar and abrasion factors. Smooth finished, stain free concrete floors are acceptable.

Canopies will be bagged or otherwise protected when not being inspected or rigged to minimize UV deterioration of fabric.

All canopies and drogues will be completely inspected prior to rigging in the field. **Flying the canopy does not constitute inspection.**

Forest Service bases will be considered field rigging stations, but repairs may be done in established Forest Service lofts by appropriately skilled riggers.

Field Rigging Equipment

1. When rigging on a lawn or hard surface only the appropriate riser tension devices may be used.
2. When rigging on a lawn two stakes must be used to keep the tension device in place. The hard surface tension device may be used, only if it is staked twice. When rigging on a hard surface the hard surface tension device must be tied securely.

Field Repairs

Only minor repairs are permitted at field rigging stations.

Repair standards at field rigging stations will be identical to those in the parachute lofts.

Harness repairs can only be done by a Senior Rigger. This includes tacking droop risers and RSLs.

Any harness field repairs must be recorded on the harness data card. This includes tacking droop risers and RSLs.

DUTIES OF RIGGING SUPERVISORS IN FIELD RIGGING STATIONS

Rigging Supervisors (RS) will be selected by the Ram-Air Rigging Coordinator. Rigging Supervisors will have a senior or a master rigger's license, be current ram-air riggers, and be active in loft operations or have a loft background that includes all facets of inspection, rigging, and repair. The Rigging Supervisor has the full responsibility of ensuring a field rigging station is operated in a safe and effective manner. Under no circumstances will the safety of established procedures be compromised.

RS will maintain current knowledge of rigging procedures and loft standards for airworthiness and repair of parachute equipment.

RS will directly supervise all rigging operations in field stations, including inspection, drogue rigging, and main rigging following SOP for field rigging stations. The RS will be immediately available to the riggers for advice and direction.

RS will monitor condition of incoming equipment and remove damaged items from service. RS will determine whether damaged items can be repaired on site and, if not, will return them to a parachute loft for repair.

RS will be responsible for maintaining master log records for field rigging stations. The RS will sign the Master Log book for each parachute packed under his supervision. The RS's signature verifies that he was on site and available for advice and airworthiness decision making.

RS will be responsible for ensuring all riggers are demonstrating currency and competency in field rigging operations. RS will suspend rigging duties of individuals not demonstrating currency or competency, including situations when individuals are too fatigued to rig safely.

RS will establish and maintain contact with Smokejumper Operations to resolve operational difficulties. RS will anticipate need for additional parachutes, rigging supplies, or riggers.

RS is not authorized to make technical decisions regarding changes to system components. RS will refer to loft overhead if any unusual situation arises.

RS will be placed on hold at field rigging stations when operationally necessary.

Before we showed up "Elk On The Bitterroot" was "Two Elk Hanging Around In The Dark". Chip Houde

Standard Weights for Smokejumper Initial Attack Items

Spotter.....	215 lbs
Assistant Spotter	205 lbs
Spotter chute.....	13 lbs
Spotter kit	30 lbs
Jumper + Gear (including Chute)	275 lbs
Main.....	21 lbs. FS-12
.....	18 lbs. DC-7
Reserve	12 lbs. FS-12R
.....	13 lbs. DC-7
Firepack	85 lbs
I Chainsaw kit.....	55 lbs
5 gallon cubie.....	45 lbs
Shindaiwa kit.....	75 lbs
MK-III pump kit.....	133 lbs
Bag, Hose, 1 ½" 500 ft.	65 lbs
Bag, Hose, 1" 700 ft.	65 lbs
Hose, 1 ½" 500 ft.	70 lbs
Hose, 1" 500 ft.	45 lbs
Premix, 10 gallons	68 lbs
EMT kit.....	70 lbs
Burlap bags.....	2 lbs
Fusees	5 lbs
Fresh Food.....	105 lbs
MRE's	22 lbs
20' Cargo chute	7 lbs
24" Cargo chute.....	13 lbs
28' Cargo chute	15 lbs
32/35' Cargo chute	18 lbs
Simula Seats w/adapters	35 lbs
Subtotal, Pilot with gear	200 lbs

Paracargo parachute sizes, capacities and dry weight.

<u>Diameter (ft)</u>	<u>Load Capacities</u>	<u>Chute Weight</u>
20	120 lbs	7 lbs
24	150 lbs	13 lbs
28	225 lbs	15 lbs
32	300 lbs	18 lbs
35	375 lbs	18 lbs
64	2200 lbs	170 lbs

Paracargo Orders

Terminology:

A-22's - palletized cargo, delivered from the sky. A lot of water, MRE's, hose ect. in one bundle. Up to 4 A-22's per casa (if the load is light enough). A-22's can be slung with helicopter w/o breaking them down. A-22's minimize time over DZ, 20 min. or less, doesn't stop other air resources for very long.

Garbage Load - Supplies delivered in their individual boxes i.e. many chutes many boxes. Better for smaller DZ's or multiple DZ's.

Quantity:

1 A-22 can carry:

- 24 - cubies of water
- 48 - cases of MRE's
- 8 - Hose Bags 1" or 1 1/2"
- 8 - Fresh Food Boxes
- 8 - Mark III Boxes (probably 4 Kits A&B boxes)
- 24 - 5-gal. cans of P-mix or Drip Torch Fuel
- 12 - Chainsaw Kits
- 1 - Crew Kit
- 3 - 55 gal. drums of fuel (Av Gas or Diesel) for Helicopters or Dozers

* Most anything for the most part can be palletized.

If your fire is one in which a 4-wheeler would be appropriate you can order one or more with a trailer to haul equipment. Fold-a-tanks and rollagons full of water can also be kicked.

Things to consider for A-22 drops:

- 1) Appropriate drop zone size for pallets. Half the size of a football field (minimum). A-22's can be kicked in smaller places, usually they punch through black spruce to the ground. They are just messy to get chutes out later.
- 2) All equipment needed in just one place, if multiple drop zones garbage load may be more appropriate.
- 3) Visibility needed for A-22's 500 ft.
- 4) Wind 500 ft. allow for drift. Please no camps directly on wind line of DZ.
- 5) Terrain - rivers, hills, tall trees etc.

Ordering Tips:

Setting up the P.C. order with both dispatch and paracargo is essential. This gives P.C. a heads up and expedites the speed in which you will get your supplies. P.C. phone # (907) 356-5534.

When ordering your P.C. order through dispatch, be sure to specify that you want supplies in an A-22 or garbage load form.

AK Ordering Cheat Sheet

Basics

- Number your orders. Numbering allows you to easily check on the status of your order and identify missing or unfilled items. Extra credit for placing and numbering orders by type (supplies, crews, overhead, equipment) but it isn't necessary.
- Have dispatcher read your order back to you.
- Specify delivery time and method if it makes a difference.
- Identify any priority items
- Order for 2 or 3 days at a time

Basic Pump and Hose

- 1 Mark III Pump Kit (#0870)
- 40 Gallons Premix (5 gallons burns 3+ hours) so that gives you 24+ hours of pump operation time.) (#9027 X 8)
- 5,000' 1 ½" hose in hose bags (#7271 X 10 bags)
- 2,800' 1" hose in hose bags (#7273 X 4 bags)
- 25 Gated Wye's 1 ½" (#0231 X 25)
- 25 1½" to 1" reducers (#0010 X 25)
- 25 1" nozzles (#0138 X 25)

Basic Chainsaw Order

- 1 Chainsaw kit (#0340)
- 5 gallon premix (#9027) (good for approximately 20 hours of trigger time)
- 10 quarts Bar Oil (#1869 X 10) (good for approx. 20 hours of trigger time)

Basic Cabin Protection Order

- 1 lightweight pump kit (#0670) (Shindaiwa or Honda)
- 1 sprinkler kit (#7244)
- 700' of 1" hose (#7273)
- 10 gallon premix (#9027)

Fresh Food (Delivery on 3rd day of incident, 4 person order good for 3 days)

- Fresh food Box A (#9021)
- Juice, 1 case (#1208)
- Coffee, 1 can (#0496)

1 Day Order Amounts	
Item (Catalog #)	Quantity
<input type="checkbox"/> 1 Water, 5 gallon cubi, (#0048)	½ per person
<input type="checkbox"/> 2 MREs, case, (#1842)	1 case per 3 people
<input type="checkbox"/> 3 Batteries, AA, (#0030)	15 ea per radio or 1 case per smj load (144)
<input type="checkbox"/> 4 Bug dope, (#0153)	½ bottle per person per day

Paracargo Caches

1. Paracargo and smokejumper initial attack supplies are kept at several field stations to support initial attack operations away from Fairbanks and to provide for limited paracargo capability at the outstations.

- a. Self loading roller track are at Galena and McGrath
- b. Loads A-22's without fork lifts
- c. A-22 containers are also kept at both places

Locations

Galena - a major cache - Combo; 1222

IA supplies 10 loads
 Personnel chutes 2 loads
 PC supplies 60 cargo chutes
 necessary straps and loops.

McGrath - Combo; 1045

IA supplies 4 loads (20 beaters)
 Personnel chutes as needed
 PC supplies small pack

Ft. Yukon - In Warehouse

IA supplies 4 loads (20 beaters)
 Personnel chute 1 load
 PC supplies 20 cargo chutes.
 necessary straps and loops.

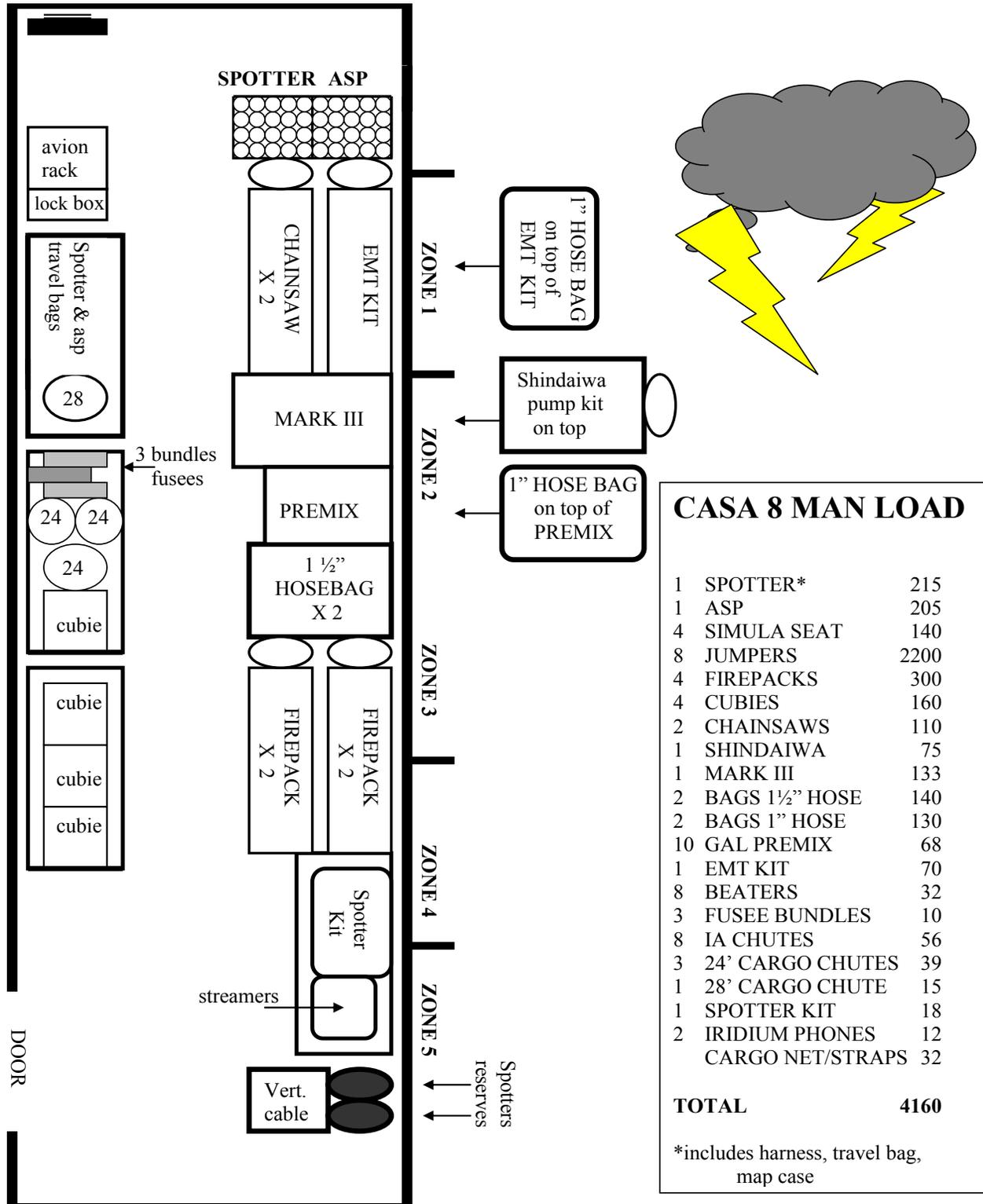
Palmer - In new warehouse

IA supplies 4 loads (20 beaters)
 Personnel chutes 1 load
 PC supplies 20 cargo chutes
 necessary straps and loops.

Cargo Strap - Webbing with a buckle or a kevlar strap with a nylon cargo loop.

Standard Length	Color	Carton Typically Used With
10 ft	green	5 gal. cubie
12 ft	blue	double cubie
14 ft	black	hose, Shindaiwa pump
16 ft	yellow	firepacks, Stihl chainsaw
18 ft	orange	general purpose boxes, fuel transfer pump kits, MK III pump kits

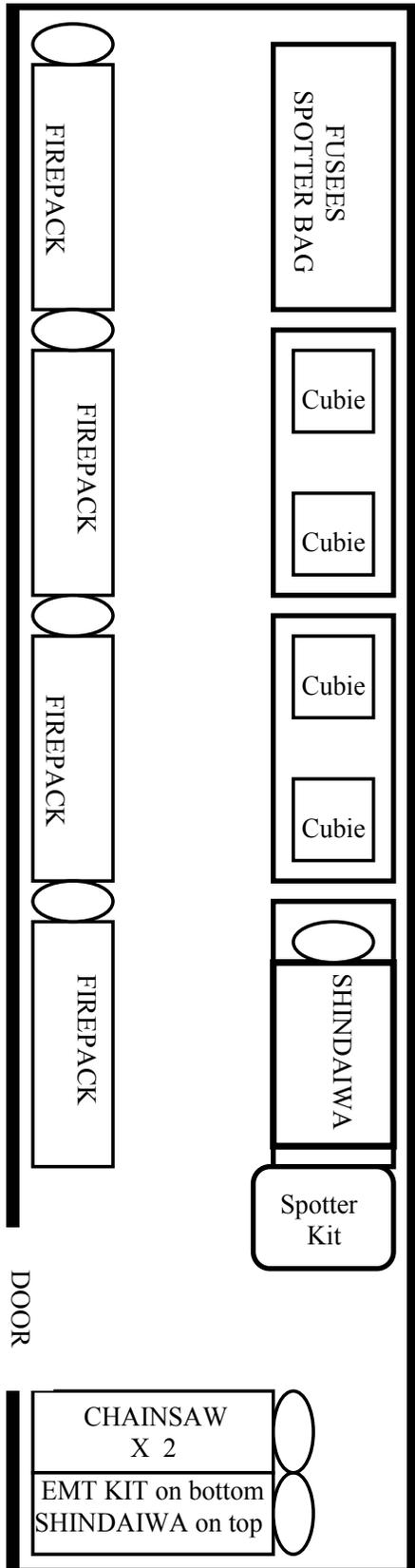
I'm taking my machine and I'm going home!! Meierotto after hurting his finger riding his eight hundo.



CASA 8 MAN LOAD

1	SPOTTER*	215
1	ASP	205
4	SIMULA SEAT	140
8	JUMPERS	2200
4	FIREPACKS	300
4	CUBIES	160
2	CHAINSAWS	110
1	SHINDAIWA	75
1	MARK III	133
2	BAGS 1 1/2" HOSE	140
2	BAGS 1" HOSE	130
10	GAL PREMIX	68
1	EMT KIT	70
8	BEATERS	32
3	FUSEE BUNDLES	10
8	IA CHUTES	56
3	24' CARGO CHUTES	39
1	28' CARGO CHUTE	15
1	SPOTTER KIT	18
2	IRIDIUM PHONES	12
	CARGO NET/STRAPS	32
TOTAL		4160

*includes harness, travel bag, map case

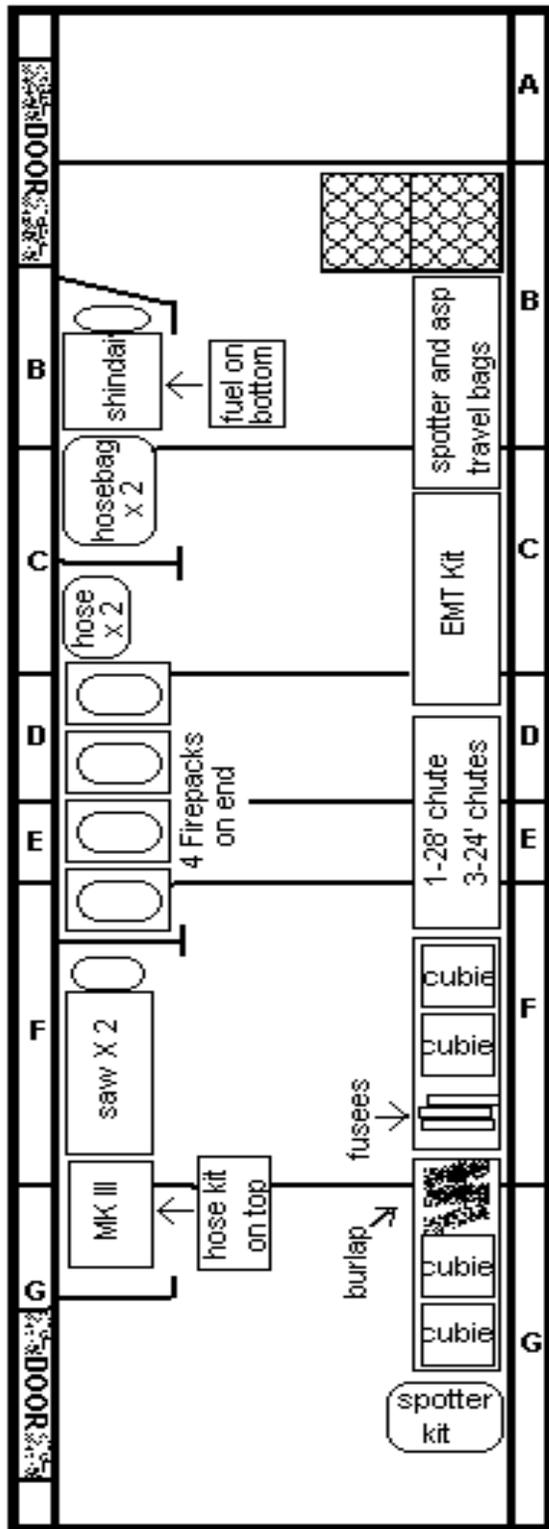


DORNIER 228 LOAD

1 SPOTTER*	215
4 SIMULA SEATS	140
8 JUMPERS	2200
4 FIRE PACKS	300
4 CUBIES	160
2 CHAINSAWS	110
2 SHINDAIWA	150
1 EMT KIT	70
8 BEATERS	32
3 FUSEE BUNDLES	10
9 IA CHUTES	63
1 SPOTTER KIT	18
2 IRIDIUM PHONES	12
1 SPOTTER RESERVE	14
CARGO NET/STRAPS	14

TOTALS 3508

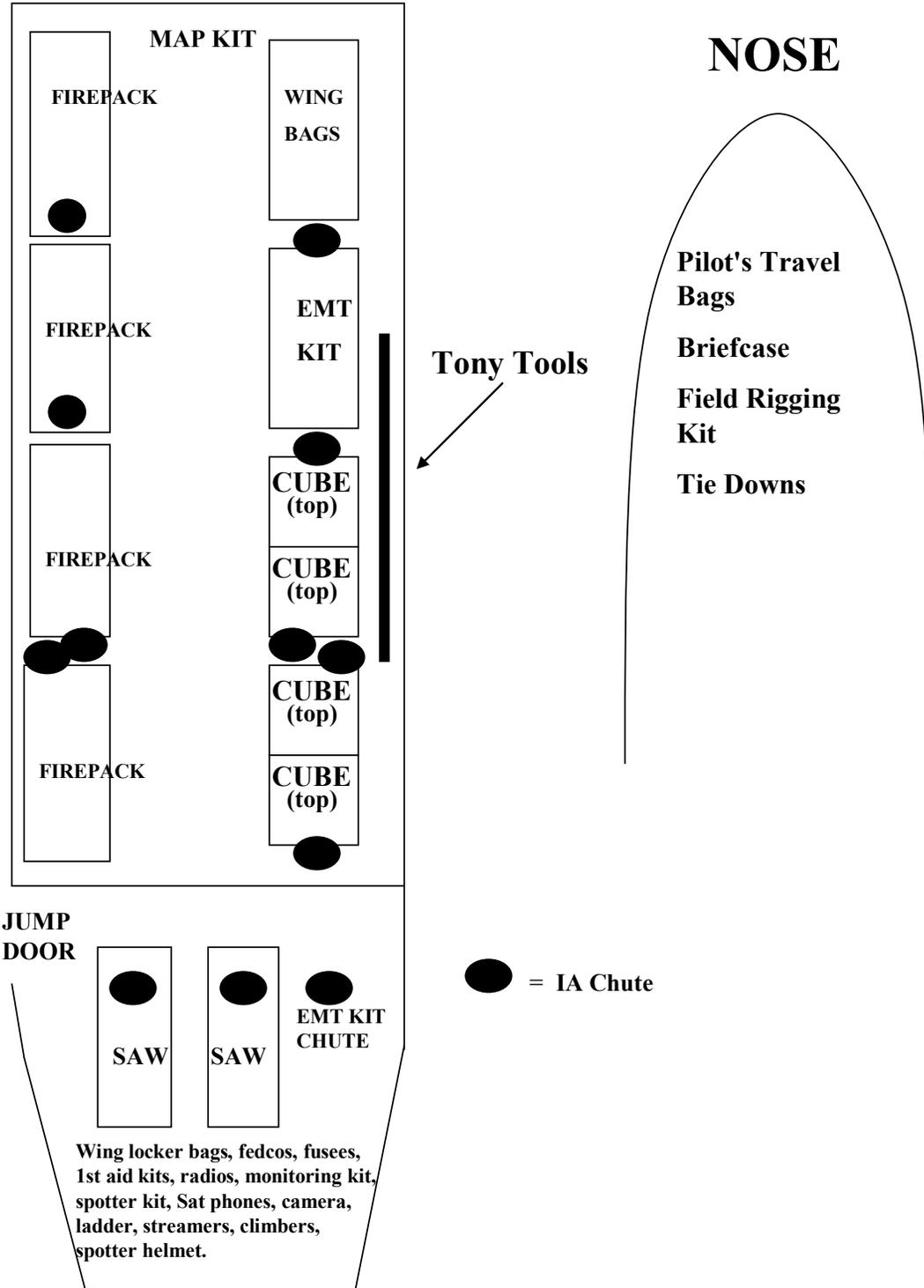
*includes harness, travel bag, map case



SHERPA 8 MAN LOAD

5 simula seats	175
2 spotters with gear	420
8 jumpers with gear	2200
4 firepacks	296
4 cubies	160
2 chainsaws	110
1 shindaiwa	75
1 EMT kit	72
1 MK III	121
2 bags 1 1/2" hose	130
1 10 gal premix	68
2 bags 1" hose	140
3 burlap bundles	5
3 fusee bundles	10
7 20' cargo chutes + 1 EMT chute	56
4 24' cargo chutes	52
1 28' cargo chute	15
1 spotter kit	18
1 short hose kit	22
8 Tony tools	32
TOTAL WEIGHT	4177

BLM Twin Otter Configuration



Alaska Smokejumper Paracargo Aircraft Information

Aircraft	Tail No.	Operating Weight	Maximum Gross Wt.	Lbs./Hr. Fuel	Hours Fuel	Allouable Cargo Wt.	Initial Attack Load Weight
Casa 212	117BH	10,441 lbs.	16,976 lbs.	700	3.0 3.5 4.0	4,435 lbs. 4,085 lbs. 3,734 lbs.	8-man IA load 4,188 lbs.
Casa 212	112BH	10,433 lbs.	16,976 lbs.	700	3.0 3.5 4.0	4,443 lbs. 4,093 lbs. 3,744 lbs.	8-man IA load 4,188 lbs.
Casa 212	964BW	10,550 lbs.	16,976 lbs.	700	3.0 3.5 4.0	4,326 lbs. 3,976 lbs. 3,626 lbs.	8-man IA load 4,188 lbs.
Domier 228	266MC	8,225 lbs.	13,669 lbs.	650	3.0 3.5 4.0	3,494 lbs. 3,169 lbs. 2,844 lbs.	8-man IA load 3,502 lbs.
Sherpa	73Z	15,750 lbs.	22,900 lbs.	950	3.0 3.5 4.0	4,300 lbs. 3,825 lbs. 3,350 lbs.	
	Aircraft weights change from year to year.						
	Check with the pilots to ensure the weights given above are the correct ones.						

<u>YDS OF DRIFT</u>	<u>STREAMER DESCENT TIME (SECS)</u>			
	60	65	70	75
100	3.40 mph	3.14 mph	2.29 mph	2.72 mph
200	6.80	6.27	5.80	5.45
300	10.20	9.41	8.76	8.18
400	13.60	12.50	11.68	10.90
500	17.00	15.69	14.60	13.60
600	20.45	18.87	17.50	16.36
700	23.86	22.00	20.45	19.09
800	27.27	25.17	23.37	21.80
900	30.68	28.32	26.29	24.50
1000	34.10	31.47	29.20	27.27

WIND SPEED (MPH)

Note that if you use an average descent time of 65-70 seconds **and** you make an accurate estimate of drift distance, just multiply the first number in the hundreds of yards by three and you'll get the average miles per hour of wind. Example: 400 yards of drift is $4 \times 3 = 12$ mph wind.

This is just a tool and assumes constant wind speed and direction from the aircraft to the ground.

Aviation Watch out Situations

As part of the risk management, especially during high activity fire periods, each aviation manager and employee should ask the following questions:

- Is flight necessary?
- Are all hazards identified and have you made them known?
- Should you stop the operation or flight due to a change in conditions?
 - Communications?
 - Confusion?
 - Personnel?
 - Weather?
 - Turbulence
 - Conflicting priorities
- Is there a better way to do it?
- Do the task and sense of urgency (management pressure) drive you?
- Can you justify your actions?
- Are there other aircraft in the area?
- Is the pilot comfortable with the mission?
- Are there any rules being broken?
- Are radio transmissions becoming tense?
- Are you deviating from the assigned operation or flight?

SAFECOM's:

If a condition exists such that a Safecom should be filed:

- 1.) Bring condition to the attention of pilot/spotter/ PC specialist/SMJ ops IMMEDIATELY.
- 2.) Submit written Safecom to Spotter shop/SMJ ops so that follow up and distribution can occur promptly.

Flight Duty Day Limitations:

For two-pilot crew:

Maximum of 10 hours flight time (8 hours for fire missions) during any assigned duty period. (duty day = 14 hours)

Maximum of 50 hours flight time in a consecutive 6 day period. If flight time is in excess of 40 hours in a 6 day period, pilot must have next day off.

One Pilot crew: 14 hour duty day (which includes travel if 30 minutes or more), 8 hours of flight time per day.

Provide for no less than 10 hours of rest prior to each duty day. Pre and post flight activity including travel (other than local travel = 30 minutes or less) are not included in the 10 hour rest period.

When a flight crewmember has exceeded the daily flight time (8 hrs) or the duty time (14 hrs) limitations, prior to accepting, or being assigned duty, that flight crewmember must have a rest period of at least:

- 11 consecutive hours of uninterrupted crew rest if the flight/duty time limitation was exceeded by not more than 30 minutes.
- 12 consecutive hours of uninterrupted rest if the limitation was exceeded by more than 30 minutes.
- The next calendar day off if the limitation was exceeded by more than 60 minutes.
- The PIC is required to complete and file a Safecom for any of the above.

Supplemental O2 requirements:

BLM aircraft comply with the Dept. Manual and FAR part 91 regarding oxygen usages.

12,500-14,000 feet MSL: After 30 minutes of flight, O2 required for flight crew (pilots, not spot) only.

14,000-15,000 feet MSL: O2 required for flight crew only for entire period of flight over 14,000 MSL.

15,000 + : O2 required for entire A/C occupants (note: this is not the entire FAR, see part 91)

Site	URL	Purpose
-------------	------------	----------------

Fire Intel

Smoke-jumper Status Report	www.nifc.gov/smokejumper/smj rpt.php	Current Smokejumper Info
BLM Smoke-jumpers	User Name: www.fire.blm.gov/smokejumper Password:	Our website, hiring info
National Sit Report	www.nifc.gov/news/sitreprt.pdf	Daily Sit, Planning Level
Fire Training	www.nationalfiretraining.net	Upcoming Classes
GACC websites	www.nifc.gov/news/gaccs_map.html	Click on links for GACCs
Pocket Cards	http://famweb.nwcg.gov/pocketcards	Fire Danger Pocket Card info
NWCG Homepage	www.nwcg.gov	Taskbooks, Qualifications
Equipment problems	http://web.blm.gov/internal/fire/EquipDev/def_form.php	Submit Equip. problems

Aviation

BLM Air-space	http://airspace.blm.gov/mapping/blm/index.cfm	TFRs
USPA/TSA Parachute Info	http://www.uspa.org/news/current_news/carryons.htm	Parachute/Commercial Flight Info
Air Nav	www.airnav.com	Airport information, designators
Automated Flight Following	https://aff.nifc.gov/	Flight/Aircraft status and location

Admin

Looking to Leave?	www.usajobs.opm.gov	Find another gov job, quitter
Employee Express	www.employeeexpress.gov	Personal payroll info
Policy Works	www.policyworks.gov ₆₆	Per diem rates, travel info
Bank of America	www.myeasypayment.com	Credit card bill
Lotus Notes	http://web.blm.gov	Must have username and password

2009		QUICKTIME INPUT DAY	BEG. PAY PERIOD	PAYDAY	HOLIDAY																							
JANUARY																												
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	
				1	2	3				1	2	3	4					1	2	3	4					1	2	3
</																												

And Now For A Few Kubism's

- Turn in Travel Vouchers and copy of receipts weekly with time sheets!!!!!! When you are on an extended assignment complete the Travel Voucher Worksheet and express mail with your original timesheets.

**** Original receipts now go with your Charge Card statement. Make copies for your travel voucher. ****

- Only submit itemized receipts. This is NOT the small bankcard receipt that you sign.
- For commercial airline flights, you must include a copy of your travel itinerary and your boarding pass/ticket, Why we have no idea, please just do it. NO EXCEPTIONS!
- Indicate your mode of transportation: POV (private vehicle), GOV (government vehicle), GOA (government aircraft) or commercial airline information. Even if you are approved to use your POV, you must let your supervisor know in advance. A cost comparison must be done to receive full reimbursement on the mileage. POV mileage for 2006 is now 44.5.
- Indicate your travel purpose: meeting, training, detail, fire assignment, etc.
- Separate the room tax from the basic room rate and enter in the "MISC. ITEMS" column on your voucher and in the "other box" on the front of the worksheet.
- Flag voucher if lodging exceeds the allowed lodging rate. A letter authorizing the higher rate must be included with your voucher to receive full reimbursement.
- Rental cars, fuel, taxis, shuttles, airfare, & parking are centrally billed on your charge card - note on travel voucher but do not claim on your travel voucher. If you pay cash, note on your voucher "personal funds used."
- Use your issued telephone card. Do not charge phone calls to the hotel room.
- Use the right charge code! (i.e., use the Fire Code, not the fire number).
- And most important, if any questions, contact Operations Supervisor

Government MasterCard Tips



There are 2 components to the US Gov **Not So Smart Card** Mastercard



1. **Small Purchase**
2. **Travel**

SMALL PURCHASES:

- ✓ All small purchases are centrally billed and paid directly by the government. When making purchases, save receipts for reconciliation. Ensure that receipts are itemized.
 - **Remember your single purchase limit of \$2,500.00**

TRAVEL:

- ✓ Those with “travel only” authority may **not** use their card to make small purchases.
- ✓ It is mandatory that you use your Not So Smart Card card for all government travel.
- ✓ Your card may be used to obtain cash advances. ATM charges should be claimed on your travel voucher. The 1.9% fee charged by the Not So Smart Card should also be claimed on your travel voucher.
- ✓ Airline tickets, hotel rooms, rental cars, and gas for rental car are centrally billed and paid directly by the government; don’t claim these charges. Taxi, bus, and shuttle fares are also centrally billed if your master-card is used. If you paid cash for your transportation, note on your travel voucher “personal funds used”.
- ✓ Monthly statements cut off on the 19th of each month and are received in the office by the end of the month. You have 5 calendar days to reconcile statement and submit.
- ✓ YOU are responsible for the prompt payment of your individual bankcard charges. Delinquent payment will result in loss of card privileges and possible disciplinary action. Without a bankcard you will not be able to travel for the government which means you are therefore unable to perform your job.
- ✓ ALL statements will be mailed to the AFS address.
- ✓ If any transactions need to be moved from individually billed to centrally billed or vice versa, notify your supervisor for correcting. If you know at the time of the transaction, let him know immediately. Make a copy of your statement highlighting the transactions needing to be moved and the reason why; sign and date; your supervisor will also need to sign and date. Document this change on your original statement.

ALL ORIGINAL STATEMENTS AND RECEIPTS WILL BE KEPT ON FILE IN FIRE OPS ADMIN SECTION. The statements are available for your review, but if you would like to retain a personal copy, please make a copy before submitting it for processing.

RECONCILING YOUR BANKCARD STATEMENT (Small Purchase & Travel)

DURING THE MONTH (When in town):

- ✓ **** ORIGINAL TRAVEL RECEIPTS GO WITH YOUR BANKCARD STATEMENT. Attach a copy of the receipts to your travel voucher.****
- ✓ Fill out your travel voucher (or the tv worksheet) and “holy joe” it to “travel vouchers”(AK330). Keep a copy of your voucher in your mail box to use to reconcile your statement.
- ✓ Keep track of your receipts for reconciliation. If you lose or misplace a receipt don’t sit on the statement! Call the company to get a replacement ASAP; if you cannot get a replacement contact your timekeeper for other solutions.
- ✓ Amy asks that you make the attempt to get a replacement.

DURING THE MONTH (When out in the field):

- ✓ For the travel portion of your statement, keep a copy of your travel vouchers with you for use when reconciling your statement (you will need Purpose, Location, and Dates - **P.L.D.**).
 - ✓ For the centrally billed portion of your statement, keep your purchase receipts; these will be attached to your statement when it arrives. On your receipt, record your name, charge code and item description (if not clear on receipt). Attach any back-up documentation to each receipt: incident charges need the Incident Order # and Req. #; other office code usage documentation.
-
-

Near the end of each month, your statement is received at AFS, Fire Operations where it is distributed to smokejumper operations. If you are at an out station, call smokejumper operations and have them fax you a copy. If you know that you will have a payment due, contact smokejumper operations to get the amount due or contact Note So Smart Card directly (use the phone number on back of your card); a fee of \$10 will be charged to you.

For all charges on your statement attach all receipts to your bankcard statement in the order they appear on the statement; make a copy of the receipts for your travel voucher. For all travel related purchases reference the **PURPOSE , LOCATION, and DATES OF TRAVEL or (P.L.D.)**; write a brief description of each item on your statement:

Lodging or ATM, Meal, Taxi, Rental Car, Fuel for Rental Car, Airline Ticket

“Above the line” are Individually Billed (YOU pay). “Below the line” are Centrally Billed (Government pays direct) items include hotels, airfare, rental cars, fuel, taxi, shuttles, parking, and meals; do not claim reimbursement for these items on your travel voucher! If you pay cash instead of using your charge card for any of the centrally billed items be sure to state “Personal Funds Used” on your travel voucher claim form.

Use the correct and complete charge code. (in Alaska use the Fire Code, NOT the fire number)

LLAK9F5300LF20000SPHU0000LFSPXXXX0000

(or the appropriate charge code)

These charge codes are not complete without the BOC!

Pay any amount due, sign and date on the bottom of the front page of statement and submit to Amy for processing. This should be done within 5 days of the receipt of your statement. If you have ANY questions, please ask Kubi.

If any charges are incorrect, it is imperative that you take care of this immediately!

72 NIFC BUDGET SUB-ACTIVITIES WITH PROGRAM ELEMENT CODES		
2810=LF10000PP	WILDLAND FIRE PREPAREDNESS:	
	HT	Base 8-General Fire Preparedness
	HU	Base 8 – Suppression (Project # Mandatory)
	JL	Base 8 – Rehabilitation (Project # Mandatory)
	JM	Base 8 – Fuels Management (Project # Mandatory)
2821=LF20000SP	SUPPRESSION OPERATIONS:	
	HU	Suppression (Project # Mandatory)
	HT	Severity (Project # Mandatory)
2823=LF31020NW	HAZARDOUS FUELS REDUCTION:	
	JM	Fuels Management Treatments Implemented
	JW	Fuels Management Implemented Inside WUI
2824=LF31010WU	WILDLAND URBAN INTERFACE FUELS:	
	JM	Fuels Management Treatments Implemented
	JW	Fuels Treatment Implemented Inside WUI
2830=LF6900000	FIRE REIMBURSABLE	
	HT	General Fire Preparedness (Project # & Office Code Mandatory)

UNIVERSAL FIRE CODE SYSTEM	
Beginning in October 2003, all federal wildland agencies went to a universal fire charge code system.	
Fire Code:	
A6S3	BLM, NPS, BIA & FWS use four alphanumeric, they may be letters or numbers.
P4A6S3	USFS uses six digits. The first is P, then the region, then the four alphanumerics that everyone else uses.
The letters I and O will not be used (to avoid confusion between numbers and letters)	
Severity codes will remain the same, example: NV-913-2821-HT-7491	
Prescribed fire will remain the same.	

COMMONLY USED BUDGET OBJECT CLASS CODES

TRAVEL		
21	1A	ATM advance Expense
21	1C	Commercial Transportation
21	1D	Per Diem Allowance (Lodging)
21	1I	Incidentals (includes room tax)
21	1P	POV Mileage (36.5)
21	1R	Car Rental
21	1T	Taxi
26	9F	Fuel (for vehicles)

MISCELLANEOUS OTHERS		
25	2S	Tuition
25	2T	Training
25	6M	Medical Costs
25	7D	Vehicle Repairs & Maintenance
26	1A	<i>Office</i> Supplies & Materials
26	2A	Books
26	1M	Vehicle Parts for Repair/Maint.
26	3O	Misc. Electronic Supplies
26	4B	<i>Field</i> Supplies & Materials
26	4F	Building Supplies

State	City	Maximum Lodging	M&IE
Arizona	Grand Canyon/Flagstaff (11/1 - 2/28)	68	44
	Grand Canyon/Flagstaff (3/1 -10/31)	77	44
California	Redding	76	44
	South Lake Tahoe (01/01-06/30)	114	54
	South Lake Tahoe (07/01-09/30)	124	54
	Sacramento	94	59
Colorado	Canon City	60	39
	Grand Junction	62	44
	Denver	124	49
	Durango (10/01 - 04/30)	73	49
	Durango (05/01 - 09/30)	93	49
	Montrose (09/01 - 5/31)	63	39
	Montrose (06/01 - 08/31)	76	39
Idaho	Grangeville	60	39
	McCall	60	39
	Pocatello	60	39
	Twin Falls	60	39
Montana	Miles City	60	39
	Missoula	68	39
	West Yellowstone (06/01 - 08/31)	89	49
	West Yellowstone (09/01 - 05/31)	66	49
Nevada	Battle Mountain	60	39
	Caliente	60	39
	Carson City/Stateline	82	64
	Elko	60	39
	Ely	60	39
	Eureka	60	39
	Jackpot	60	39
	Las Vegas/Mesquite(09/01 - 4/30)	112	64
	Las Vegas/Mesquite(05/01 - 8/31)	99	64
	Reno (06/01 - 08/31)	126	49

State	City	Maximum Lodging	M&IE
Oregon	Redmond	60	39
	Lakeview	60	39
	Portland	98	49
Utah	Cedar City	60	39
	Moab	60	39
	Ogden	60	39
	Price	60	39
	Vernal	60	39
	Salt Lake City	78	54
	St. George	60	39
	Seattle	124	64
Washington	Winthrop	60	39
	Casper	60	39
Wyoming	Jackson (06/01 – 09/30)	110	54
	Jackson (10/01 – 05/31)	71	54
	Rawlins	60	39
	Rock Springs	60	39

<u>M&IE</u>	<u>\$39</u>	<u>\$44</u>	<u>\$49</u>	<u>\$54</u>	<u>\$59</u>	<u>\$64</u>
Breakfast.....	7	8	9	10	11	12
Lunch.....	11	12	13	15	16	18
Dinner.....	18	21	24	26	29	31
Incidentals.....	3	3	3	3	3	3

POV RATES

****Must be approved and cost comparison done by Rhonda****

Vehicle.....74.....44.5

Motorcycle.....30.5

CAMP RATES

Rates current as of April 3, 2007

- For Conterminous United States (Lower 48) and Alaska

Meals obtained at commercial facilities Locality Rate
 Meals furnished by employee (i.e., groceries) \$29.00 per day
 Meals/Lodging furnished by government (i.e., fire camp) \$3.00 per day

- When your authorized rate is the locality rate, the allowable per diem on the first and last day of travel is 3/4 of that authorized rate.
- When your authorized rate is \$29.00, the allowable per diem on the first and last day of travel is \$29.00.
- When your authorized rate is \$3.00, on your first and last day of travel you claim \$3.00 plus allowance for any meals you had to purchase en route based on the locality rate but not to exceed 3/4 of per diem. (See chart on earlier page titled Standard Deduction for Meals to determine meal allowance)

NAME:

LAT#:

DATE	TIME of Departure or Arrival	DEPART CITY/STATE	ARRIVE CITY/STATE	LODGING COSTS	MEAL (1)			MISC. ITEMS CLAIMED (2)	INCIDENT NAME	CHARGE CODE/INCIDENT #
					B	L	D			
06/06/04	6:00am	Fairbanks, Alaska	Medford, Oregon	\$59.00		XX		\$4.72 for lodging tax.		AK-350-2821-HU-D457
06/07/04 to 06/15/04		Medford, Oregon		\$531.00				\$42.48 for lodging tax.		AK-350-2821-HU-D502
06/16/04	2:00pm	Medford, Oregon	Fairbanks, Alaska					\$24.00 taxi ride home.		AK-350-2821-HU-D502

Notes:

1. Check those blocks that indicate meals that were provided by an incident or agency.
2. Miscellaneous items and amount (e.g., Laundry \$5, Lodging Taxi \$6.24, Tax \$35, Phone Calls \$0.85, Toll Booths \$2.50, etc.).
3. Complete charge code (e.g., AK-352-2821-HU-D457 and AK-352-2821-HU-D502).

CLAIM FOR REIMBURSEMENT FOR EXPENDITURES ON OFFICIAL BUSINESS

1. DEPARTMENT OR ESTABLISHMENT, BUREAU, DIVISION OR OFFICE
DOI-BLM-AFS

2. VOUCHER NUMBER
LAT05 (your number)

3. SCHEDULE NUMBER

Read the Privacy Act Statement on the back of this form.

5. PAID BY

4. CLAIMANT

a. NAME (Last, first, middle initial)
Johnson, Tom R.

b. SOCIAL SECURITY NUMBER
000-00-0000

c. MAILING ADDRESS (Include ZIP Code)
**P.O. Box 6588192
 Fairbanks, AK 99700**

d. OFFICE TELEPHONE NUMBER
(907) 356-5600

6. EXPENDITURES (If fare claimed in col. (g) exceeds charge for one person, show in col. (h) the number of additional persons which accompanied the claimant.)

DATE	C O D E	Show appropriate code in col. (b): A - Local travel B - Telephone or telegraph, or C - Other Expenses (itemized)	MILEAGE RATE	AMOUNT CLAIMED					
				MILEAGE (f)	FARE OR TOLL (g)	ADD. PERSONS (h)	TIPS AND MISCELLANEOUS (i)		
200X		(Explain expenditures in specific detail.)	¢						
	(a)	(b)	(c) FROM	(d) TO	(e)	(f)	(g)	(h)	(i)
5/30-6/19		CampRate-Fire A42S 21 days @ \$3/day							63.00
7/1-7/10		CampRate-Fire ASXX 10 days @ \$3/day							30.00
<i>Example</i>									
If additional space is required continue on the back.			SUBTOTALS CARRIED FORWARD FROM THE BACK						

7. AMOUNT CLAIMED (Total of cols (f), (g) and (i).) **\$ 93.00** TOTALS **93.00**

8. This claim is approved. Long distance telephone calls, if shown, are certified as necessary in the interest of the Government. (Note: If long distance calls are included, the approving official must have been authorized, in writing, by the head of the department or agency to so certify (31 U.S.C. 680a).)

APPROVING OFFICIAL SIGN HERE **Supervisor** DATE **7/18/XX**

10. I certify that this claim is true and correct to the best of my knowledge and belief and that payment or credit has not been received by me.

PAYMENT DESIRED *Sign Original Only*
 CHECK CASH
 CLAIMANT SIGN HERE **Tom R. Johnson** DATE **7/18/XX**

9. This claim is certified correct and proper for payment.

AUTHORIZED CERTIFYING OFFICER SIGN HERE DATE

11. CASH PAYMENT RECEIPT
 a. PAYEE (Signature) b. DATE
 c. AMOUNT \$

12. PAYMENT MADE BY CHECK NO.

ACCOUNTING CLASSIFICATION
AK. (your office code) 2821-HU-A42S
AK. (your office code) 2821-HU-ASXX

COMMERCIAL AIRLINE FLIGHT TIPS:

AIRLINE	CHECKED BAGS	CARRYON BAG SIZE	PERSONAL ITEMS	WEIGHT LIMIT
Alaska Air/Horizon	1	10x17x24	1	50#
Delta	1	9x14x22	1	50#
Southwest	1	10x16x24	1	70#
United	1	9x14x22	1	50#

Maximum weight accepted on all airlines is 100 lbs.

Linear size (length + width + height) allowed on all airlines is 62”.

If you are assessed an excess baggage charge, put it on your government credit card and it will be centrally billed. Save any receipts reconcile them appropriately (see charge card tips).

Working with the TSA:

- Carry the letters from USPA and TSA regarding TSA's Aviation Directive AVO 6100-47.
- Ensure your parachutes (main and reserve) are taped to discourage tampering.
- If they really want to break it down, they are authorized to do so. Make sure you are present when they break them down.



VEHICLE CREDIT CARD USAGE

****Place ALL receipts (fuel AND repairs) in the black mesh envelope in the folder in the vehicle****

GSA VEHICLES (any plate with a "G" in it):

PIN # = First 6 digits of the license plate following the "G"

Repairs

- Under \$100.00 - use the vehicle credit card
- Over \$100.00 - authorization needed (have the vendor contact GSA @ 1-888-622-6344)

DOI VEHICLES (any plate with an "I" in it):

PIN # = any five numbers

REPAIRS

- Use a smokejumper's Mastercard that has small purchase authority for all repairs and maintenance.



NOTE: GSA vehicles are scheduled for full service oil change every 6000 miles. If you feel it is necessary to change oil sooner, do not use vehicle credit card! Call Duty Officer for more details.

Alaska Smokejumpers Handy Phone #'s				
AICC				FAX
AICC Toll Free	800-237-3633			
AFS Toll Free	800-258-7706			
IA Desk	907-356-5670			
LOG. Desk	907-356-5680			
Overhead Desk	907-356-5684			
AFS ZONES				
UYT/FTU	800-237-3652	907-356-5555		907-356-5556
Galena	800-237-3644	907-656-1222	Smj Standby Shack 907-656-1376	907-656-1702
TAL/MIL IA	800-237-3652	907-356-5554		907-356-5556
STATE of AK				
Fairbanks	907-451-2623			907-451-2633
Palmer	907-761-6240	Smj Standby Shack 761-6277		907-761-6228
McGrath	907-524-3367	907-524-3368		907-524-3932
Delta	907-895-2107	907-895-2106		907-895-2125
Kenai/Kodiak	907-260-4230	907-260-4200		907-260-4205
Copper River	907-822-8627	907-822-5534		907-822-8600
Tok	907-883-5681	907-883-5682		907-883-5135
AK SMJ #s				
Ops	800-237-3658	907-356-5540		907-356-5548
PC	907-356-5534			
Loft	907-356-5620	907-356-5601		
Lounge	907-356-5547			
Barracks	907-356-5706			
AK SMJ CELL#s				
	Work #	Personal #		
BOX	388-3215			
PILOTS	388-3214			
JUMP SPOT	388-3282			
OPS	378-4623			
ROOKIE TRN.	388-3202			
TRAINER	388-3203			
Bill Cramer(Base Mgr.)	347-8859			
Gary Baumgartner	388-0104			
Robert Yeager	347-8256			
Rob Allen	347-8232			
Togie Wiehl	378-0184			
Tom Kubichek	388-9582			
#1	388-2195			
#2	378-7095			

COLORADO
Rocky Mountain Area Coordination Center
 T: 303-445-4300
 F: 303-445-4319
Colorado Liaison Officer
 C: 208-761-1439

Grand Junction

<i>Name</i>	<i>Telephone</i>	<i>Cell</i>	<i>Fax</i>
SMJ Operations	970-257-4823	208-761-1439	970-257-4852
SMJ Jumpshack	970-257-4824, 4825		
Grand Junction Disp.	970-257-4800		970-257-4855
Best Western Sandman	970-243-4150		970-243-1828

Craig

<i>Name</i>	<i>Telephone</i>	<i>Cell</i>	<i>Fax</i>
Craig Dispatch	970-826-5037		970-826-5051

Montrose

Montrose Dispatch	970-249-1010		970-240-5369

Durango

Durango Dispatch	970-385-1324		970-385-1386

Pueblo

Pueblo Dispatch	719-553-1600		719-585-3751

IDAHO
Eastern Great Basin Coordination Center
 T: 801-531-5320
 F: 801-531-5321
Idaho Liaison Officer
 C: 208-761-1440

Boise

<i>Name</i>	<i>Telephone</i>	<i>Cell</i>	<i>Fax</i>
Boise Dispatch	208-384-3400		208-384-3405
Best Western Vista Inn	208-376-8100		208-342-3060

Twin Falls
Burley
Shoshone

South Idaho Dispatch	208-732-7231	Initial Attack	208-524-7600
South Idaho Dispatch	208-732-7247	Aircraft Desk (Jill)	
Shilo Inn (Twin Falls)	208-733-7545		208-736-2019
Amertel (Twin Falls)	208-736-8000		208-734-7777
Joel Kerley (ATGS)	208-732-7342	208-308-4186	
Pocatello, Idaho Falls, Carabou/Targee NF's			
East Idaho Dispatch	208-524-7600		208-524-7614
Pocatello Tanker Base	208-232-0169		

Other

<i>Name</i>	<i>Telephone</i>	<i>Cell</i>	<i>Fax</i>
Coeur d'Alene Dispatch	208-772-3283		208-762-6909/6927
Sawtooth NF Dispatch	208-733-3627		208-737-3308
Payette NF Dispatch	208-634-2757		208-634-5782
Teton Dispatch (WY)	307-739-3630		307-739-3304
Grangeville Dispatch	208-983-4060		208-983-4065
Salmon Dispatch	208-756-5452		208-756-5426

NEVADA
Western Great Basin Coordination Center
 T: 775-861-6455
 F: 775-861-6459
Nevada Liaison Officer
 C: 208-761-1441

Battle Mountain

<i>Name</i>	<i>Telephone</i>	<i>Cell</i>	<i>Fax</i>
SMJ Operations	775-635-5972	208-866-0195	775-635-8185
Bro Line	775-635-8185		
Tanker Base	775-635-3034		775-635-4149
BAM District	775-623-1555		775-635-4119
Comfort Inn	775-635-5880		775-635-5788
Best Inn	775-635-5200		775-635-5699

Elko

<i>Name</i>	<i>Telephone</i>	<i>Cell</i>	<i>Fax</i>
Elko Dispatch	800-258-9478		775-748-4015
Elko Dispatch Direct	775-748-4000		
Elko Ameritel	775-738-8787		775-753-7910
Elko Shilo Inn	775-738-5522		775-738-6247

UTAH
Eastern Great Basin Coordination Center
 T: 801-531-5320
 F: 801-531-5321
Utah Liaison Officer
 C: 208-761-1442

Cedar City

<i>Name</i>	<i>Telephone</i>	<i>Cell</i>	<i>Fax</i>
SMJ Operations	435-865-0792		435-865-1791
Gate	Door		
Bro Line	435-586-7242		
Color Country Interagency Dispatch	435-865-4600		435-586-7571
CDC Tanker Base	435-586-7021/4215		435-867-8849
Stratford Inn	435-586-2433		435-586-4425
Best Western	435-586-6518		435-586-7257

Moab

<i>Name</i>	<i>Telephone</i>	<i>Cell</i>	<i>Fax</i>
Moab Dispatch	435-259-1850		435-259-1860
Moab Valley Inn	435-259-4419		
Monticello Days Inn	435-587-2458		
Monticello Super 8	435-587-2489		

<i>Name</i>	<i>Telephone</i>	<i>Website</i>
AIRLINES		
Alaska	800-252-7522	www.alaskaair.com
American	800-433-7300	www.aa.com
Continental	800-247-9297	www.continental.com
Delta	800-221-1212	www.delta-air.com
Horizon	800-547-9308	www.horizonair.com
Southwest	800-435-9792	www.southwest.com
United	800-241-6522	www.ual.com
USAirways	800-428-4322	www.usairways.com
RENTAL CARS		
Alamo	800-327-9633	www.goalamo.com
Avis	800-331-1212	www.avis.com
Budget	800-527-0700	www.drivebudget.com
Dollar	800-800-4000	www.dollar.com
Enterprise	800-736-8222	www.enterprise.com
Hertz	800-654-3131	www.hertz.com
National	800-227-7368	www.nationalcar.com
Thrifty	800-847-4389	www.thrifty.com

<i>Carlson Wagonlit Gov Travel</i>	<i>Telephone</i>	<i>FAX</i>
	907-565-440	907-565-4401
	1-877-556-4480	www.cwgt.com
E-mail: doiboi@owt.net		
	86	

King Radio Programming Instructions

1. Select the group you want to program. Press (#) and the desired group number. Press (ENT).
2. Bridge the gap between the rear upper and lower contacts of the accessory jack with a metal connector, then hold the (FCN) key. (Approx. 3 sec.).
3. At the "ID" display, enter the 6 - digit password (000000) and press (ENT).
4. At the "CH 00" display, press the channel number to program and press (ENT). The display will change to the desired channel.
5. Press the (FCN) key and the Receive (Rx) freq. Will be displayed. To skip press (FCN). To change press (CLR), the new Rx frequency, then (ENT).
6. Now the Rx code guard will be displayed. Remember, as a rule we input tone frequencies on the TxCG. To skip press (FCN).
7. The Transmit (Tx) freq. Is displayed. To skip press (FCN). To change press (CLR), enter new Tx freq. And press (ENT).
8. Now the Tx code guard will be displayed. To skip press (FCN). To change press (CLR), enter the new TxCG and press (ENT).
9. Now the channel label will be displayed, press (FCN).
10. You are now back at the entry point, "PRG" will appear in the upper left of the display. Review changes by pressing (FCN) repeatedly.
11. To enter a new channel to program, go back to step four.
12. When changes are complete, turn radio off and then on again to use new frequency information.

Cloning Instructions:

- Select group, turn master off
- Select group, turn clone off
- Attach clone cable to master (with master switch)
- Turn master on
- Set master in program mode (master switch + FCN)
- Password _____
- Connect clone cable to clone radio
- Turn on clone radio
- Press * on master “PROG” will flash
- Press FCN on master to download clone
- If successful, “PROG” will flash otherwise “FAIL” will flash

00 Functions:

000 Sec - adding numbers will cause delay on keying radio

2.0 Sec. - when called 2 second when in scan mode

1 - 1 2 3 4 5 Priority scan

2 - 1 2 3 4 5 Scan Priority To start or stop flash, press #

3 - 1 2 3 4 5 Alpha Numeric

FCN Light off

FCN Group 1

Tones:

- Input tones on Tx only unless otherwise specified
- @ 000.0 put in corresponding channel for tone by group

SIMPLEX FREQUENCY
QUICK REFERENCE

<u>Simplex Freq</u>	<u>Group</u>	<u>Channel</u>
150		
154.280	4	10
159.345	2	8
160		
163.025	6	2
163.050		
163.100	4	3
	5	8
163.175	8	2
163.750	7	8
	8	6
163.5625	8	10
163.8375	8	1
163.8875	9	3
163.9125	8	8
163.9375	7	9
164.100	6	3
164.125	4	4
164.525		
164.200	6	1
164.625	5	3
166.225	10	3
166.300	7	11
168.050	7	5
168.200	7	6
168.225	3	3
	4	9
168.275	10	5
168.400	10	11
168.425	3	5
	5	9
168.775	5	6
	6	10
169.125	10	1
169.400	1	3

<u>Simplex Freq</u>	<u>Group</u>	<u>Channel</u>
169.725	4	7
169.775	1	1
	2	3
169.875	3	7
	9	1
169.925	4	1
170		
170.025	1	7
171.450	7	1
171.500	9	10
171.550	3	2
	5	1
171.675	1	9
	8	3
171.725	1	5
172.200	7	3
172.250	9	5
172.325	5	7
172.375	2,3	9
172.525	1	11
172.625	6	8
173.100	3	1
173.8625	8	5

All BOI groups:

168.350 (SMJ TAC) = Ch. 12

168.550 (SMJ A-G) = Ch. 13

168.625 (Nat. Air Guard) = Ch. 14

All AK Groups:

168.550 (SMJ A-G) ch. 13

168.625 (air guard) ch. 16

Man is most nearly himself when he achieves the seriousness of a child at play.

Heraclitus

96	GROUP	22	ALASKA	STATE	1	
	<u>CH</u>	<u>NAME</u>	<u>RX</u>	<u>TX</u>	<u>TX TONE</u>	<u>REPEATER</u>
	1	ST RPT A	151.265w	159.27w	141.3	Valdez/Kenai N/ N/McGrath/Fairbanks/Tok
	2	ST SIMP A	151.265w	151.265w		
	3	ST RPT B	151.295w	159.30w	141.3	Palmer/McGrath S/Nenana
	4	ST SIMP	151.295w	151.295w		Dot Lake Delta/Tok
	5	ST RPT C	151.325w	159.330w	141.3	Palmer/Copper River/McGrath N/Healy
	6	ST SIMP C	151.325w	151.325w		Shaw Ck Delta/Tok E
	7	ST RPT D	151.280w	159.345w	141.3	Palmer N/Kenai S/McGrath/Fairbanks S
	8	ST SIMP D	151.280w	151.280w		Delta W/Tok Mt Nueburger
	9	MUT AID	154.295w	154.295w		VFD's
	10	AK COM	155.295w	155.295w		VFD's & State Troopers
	11	TAC 1	159.375w	159.375w		Interagency Tactical
	12	TAC 2	172.225	172.225		Interagency Tactical
	13	SMJ A/G	168.550	168.550		Smokejumper A/G
	14	SMJ TAC	168.350	168.350		Smokejumper Tac
	15	A/G TAC	166.6375	166.6375		Alaska A/G
	16	AIR GUARD	W	168.625		

GROUP	23	ALASKA	AFS			
	<u>CH</u>	<u>NAME</u>	<u>RX</u>	<u>TX</u>	<u>TX TONE</u>	<u>REPEATER</u>
	1	SILVER	164.525	164.525		Yukon Zone North East
	2	BROWN	163.050	163.050		Yukon Zone South/Galena Zone West
	3	WHITE	164.0875	164.0875		Yukon Zone West
	4	RED	163.175	163.175		Tanana Zone South/Galena Zone North
	5	GREY	171.775	171.775		Tanana Zone North
	6	GOLD	163.025	163.025		Yukon Zone South East/Central Galena Zone
	7	BLUE	166.875	166.875		Military Zone Fairbanks Area
	8	ST RPT B	151.295w	159.300w	141.3	Nenana/Mt Susitna(Palmer)/Dot Lake(Tok)
	9	ST RPT C	151.325w	159.330w	141.3	Nenana/Mt Susitna(Palmer)/Shaw Ck(Delta)/Tok
	10	TAC 1	159.375w	159.375w		Interagency Tactical
	11	TAC 2	172.225	172.225		Interagency Tactical
	12	A/G TAC	166.6375	166.6375		Alaska Interagency A/G
	13	SMJ A/G	168.550	168.550		National Smokejumper A/G
	14	SMJ TAC	168.350	168.350		National Smokejumper Tac
	15	MCGRATH	164.800	164.800		McGrath Station
	16	AIR GUARD	168.625	168.625		

FIRE PACK/FIRE BRIEFING CHECKLIST

Situation

- Fire name, location, orientation
- Fire behavior
- Terrain influences
- Fuel type and conditions
- Fire Weather

Mission/Execution

- Chain of command
- Overall objectives (Commander=s intent)
- Specific assignments (tool mix, tactics, route to fire)
- Contingency plans

Communications

- Communication plan (Frequencies)
- Medivac plan

Service/Support

- Other available resources
- Logistics

Risk Management

- Known hazards and risks
- Hazard and risk control measures (Anchor point / LCES)
- Trigger points for disengagement and reevaluation of operational plan

Questions or Concerns?

Every firefighter is obligated to stop operations until safety concerns are addressed (Situation Check).

INITIAL ATTACK FIRE SIZE-UP

NOTE: BOLD ITEMS ARE MOST CRITICAL

98

FIRE NAME _____ **FIRE NUMBER** _____

IC NAME _____

DESCRIPTIVE LOCATION _____

ARRIVAL DATE AND TIME _____

COORDINATES: latitude _____ **X longitude** _____

ESTIMATED SIZE _____ **acres burning on** _____ **(BLM. FS) land**

ESTIMATED CONTAINMENT DATE AND TIME _____

ESTIMATED CONTROL DATE AND TIME _____

FIRE INVESTIGATOR NEEDED? _____

RESOURCES RESPONDING/ON SCENE _____

_____ **STRUCTURES THREATENED**
THE FIRE DOES / DOES NOT CONSTITUTE CONTROL PROBLEMS.

_____ **ADDITIONAL RESOURCES ARE NEEDED**

_____ **HAZARDS IN THE AREA**

SPREAD POTENTIAL: 1) LOW 2) MODERATE 3) HIGH 4) EXTREME

CHARACTER OF FIRE:

- | | | | |
|---------------|-------------|-------------|-------------------|
| 1) smoldering | 3) running | 5) torching | 7) crown/spotting |
| 2) creeping | 4) spotting | 6) crowning | 8) erratic |

SLOPE AT HEAD OF FIRE:

- 1) 0 - 25% 2) 26 - 40% 3) 41 - 55% 4) 56 - 75 % 5) 76 + %

POSITION ON SLOPE:

- | | | |
|-----------------------|------------------------|--------------------|
| 1) ridgetop | 4) middle 1/3 of slope | 7) valley bottom |
| 2) saddle | 5) lower 1/3 of slope | 8) mesa/plateau |
| 3) upper 1/3 of slope | 6) canyon bottom | 9) flat or rolling |

FUEL TYPE:

- | | | |
|----------------|-------------------|-------------------------|
| 1) grass | 4) pinyon/juniper | 7) aspen |
| 2) grass/brush | 5) lodgepole/pine | 8) logging/thinning sla |
| 3) oakbrush | 6) spruce/fir | 9) other _____ |

WINDSPEED _____ **MPH OUT OF THE** _____

ASK DISPATCH FOR BI's AND ERC's FOR THE AREA YOU ARE IN! (record and brief crews).