



United States Department of Interior
Bureau of Land Management
California State Office



Initial Response Pocket Guide

**California Fire & Aviation
Management**
July 1995

Notes

BLM/CA/AE-95/008+9210

Report on Conditions

Incident Type - Vegetation fire, vehicle accident, hazmat, search and rescue, etc.

Incident Status - Fire - creeping, running, spotting, crowning; Vehicle - blocking road, overside, etc.

Location - Exact. Use landmarks, legal and lat/long.

Jurisdiction - All types. Agency having jurisdiction.

Incident Size - Fire and HazMat.

Fuel Type - Fire only.

Wind Speed & Direction - Fire and HazMat.

Slope & Aspect - Fire & HazMat.

Best Access - All types.

Special Hazards or Concerns - For air and ground units.

Need second alarm? - Is more equipment needed or should some be cancelled?

Name incident and assume IC role.

Fire Orders

1. **F**ight fire aggressively but provide for **safety first**.
2. **I**nitiate all action based on current and expected **fire behavior**.
3. **R**ecognize current **weather conditions** and obtain forecasts.
4. **E**nsure **instructions** are given and understood.
5. **O**btain current information on the **fire status**.
6. **R**emain in **communication** with crew members, your supervisor, and adjoining forces.
7. **D**etermine **safety zones** and **escape routes**.
8. **E**stablish **lookouts** in potentially hazardous situations.
9. **R**etain **control** at all times.
10. **S**tay **alert**, keep **calm**, **think** clearly, **act** decisively.

Watchout Situations

- 1. Fire not scouted and sized up.**
- 2. In country not seen in daylight.**
- 3. Safety zones and escape routes not identified.**
- 4. Unfamiliar with weather and local factors influencing fire behavior.**
- 5. Uninformed on strategy, tactics, and hazards.**
- 6. Instructions and assignments not clear.**
- 7. No communication link with crew members or supervisor.**
- 8. Constructing line without safe anchor point.**
- 9. Building fireline downhill with fire below.**
- 10. Attempting frontal assault on fire.**
- 11. Unburned fuel between you and fire.**
- 12. Cannot see main fire, not in contact with someone who can.**
- 13. On a hillside where rolling material can ignite fuel below.**
- 14. Weather becoming hotter and drier.**
- 15. Wind increases and / or changes direction.**
- 16. Getting frequent spot fires across line.**
- 17. Terrain and fuels make escape to safety zones difficult.**
- 18. Taking a nap near fireline.**

Lookouts, Communications, Escape

Fire Environment Factors

Indicators

Fuel Characteristics Assess

Continuous fine fuels - **Carrier**
Heavy loading of dead, down
Ladder fuels
Tight crown spacing (<20 ft.)
Special conditions:
Firebrand sources
Numerous snags
Preheated canopy
Frost and bug kill
Unusual fine fuels
High dead to live ratio
Urban / Wildland

Fuel Moisture Feel & Measure

Low RH (<25%)
Low 10 hr FMC (<6%)
Drought conditions
Seasonal drying

Fuel Temperature Feel & Measure

High temps (>85°F)
High % of fuels w/direct sun
Aspect fuel temp. increasing

Terrain Scout

Steep slopes (>50%)
Chutes
Box canyons
Saddles
Narrow canyons

Routes and Safety Zones - LCES

Fire Environment Factors

Indicators

Wind

Observe

Surface winds above 10 mph
Lenticular clouds
High, fast moving clouds
Approaching cold fronts
Cumulonimbus development
Sudden calm
Battling winds

Stability

Observe

Good visibility
Gusty winds and dust devils
Cumulus clouds
Castellatus clouds in the a.m.
Smoke rises straight up
Inversion beginning to lift
Thermal belt

Fire Behavior

Watch

Leaning column
Sheared column
Well developed column
Changing column
Trees torching
Smoldering fires picking up
Small firewhirls beginning
Frequent spot fires

Expect Diurnal Changes

RH - Temperature - Winds - Stability

Snag Safety

Size up snag hazards in work area.

Never become complacent.

Always look up.

Get weather reports.

Scout out parking, sleeping, work areas and
safety zones.

Advice co-workers of known hazards.

Face your hazard and take appropriate
action.

Examine work area for other hazards.

Take extra caution around heavy equipment.

You are ultimately responsible for your
own safety.

Routes and Safety Zones - LCES

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LCES Checklist

Briefing

- Preplanned LCES
- Common communications
- Tactical guidelines adhered to
- All persons informed
- Re-evaluate and update

Lookouts & Communications

- Experienced / Competent / Trusted
- Establish LCES for lookouts
- Knowledge of personnel locations
- Knowledge of escape and safety locations
- Updates on any changes
- Map / Weather Kit / Watch / IAP
- Radio Frequencies, backups, check-ins
- Sound an alarm early, not late

Escape Routes

- More than one escape route
- Scouted: Soils / Rocks / Steepness / Vegetation
- Timed: Slowest Person / Fatigue & Temp. Factors
- Marked: Flagged for day or night

Safety Zones

- Survivable without a fire shelter
- Natural: Clean Burn / Rock Areas / Water
- Man-Made: Constructed Sites / Clearcuts / Roads
- Vehicles for escape
- Scouted for size and hazards
- Close enough considering escape time
- Located to avoid hazardous terrain features
- Upslope? = More heat impact = Larger safety zone
- Downwind? = More heat impact = Larger safety zone
- Heavy Fuels? = More heat impact = Larger safety zone

Downhill / Indirect Checklist

- 1. The decision is made by a competent firefighter after thorough scouting.**
- 2. Downhill line construction should not be attempted when fire is present directly below the proposed starting point.**
- 3. The fireline should not lie adjacent to a chute or chimney that could burn while crew is near.**
- 4. Communication is established between the crew working downhill and crews working toward them from below. When neither crew can adequately observe the fire, communications will be established between the crews, supervising overhead, and a lookout posted where the fire's behavior can be seen.**
- 5. The crew will be able to rapidly reach a zone of safety from any point along the line if the fire unexpectedly crosses below them.**
- 6. A downhill line should be securely anchored at the top. Avoid underslung line if practical.**
- 7. Line firing should be done as the line progresses, beginning from the anchor point at the top. The burned out area provides a continuous safety zone for the crew and reduces the likelihood of fire crossing the line.**
- 8. Be aware / avoid the Watchout Situations.**
- 9. Fully comply with the Standard Fire Orders.**

Snag Safety

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Advice co-workers of known hazards.

Face your hazard and take appropriate
action.

Examine work area for other hazards.

Take extra caution around heavy equipment.

You are ultimately responsible for your
own safety.

Thunderstorm Safety

The mature stage of a storm may be marked on the ground by a sudden reversal of wind direction, a noticeable rise in wind speed, and a sharp drop in temperature. Heavy rain, hail and lightning occur only in the mature stage of a thunderstorm. During a storm:

1. Stay out of dry creek beds.
2. Do not use radios or telephones.
3. Put down all tools and remove caulk boots.
4. Sit or lie down if in open country.
5. Avoid grouping together.
6. Do not handle flammable materials in open containers.
7. Stay in your vehicle. Take shelter in vehicles if possible.
8. Turn off machinery, electric motors.
9. Take shelter in a building if available.
10. When there is no shelter, avoid high objects such as lone trees. If only isolated trees are nearby, the best protection is to crouch in the open, keeping a distance of twice the height of the tree away. Keep away from wire fences, telephone lines, and electrically conductive elevated objects.
11. Avoid ridge tops, hilltops, wide-open spaces, ledges, rock outcroppings, exposed shelters.
12. Advise crew that if they feel an electrical charge - if their hair stands on end or their skin tingles - lightning may be about to strike them. They must drop to the ground immediately.

Urban / Wildland Watchouts & Power Line Safety

1. Wooden construction and wood shake roofs.
 2. Poor access and narrow one way roads.
 3. Inadequate water supply.
 4. Natural fuels 30 feet or closer to structures.
 5. Extreme fire behavior.
 6. Strong winds.
 7. Evacuation of public (panic).
 8. Structures located in chimneys, box canyons, narrow canyons, or on steep slopes (30% or more) in flashy fuel types.
 9. Bridge load limits.
-

1. Downed conductor on vehicle - don't leave vehicle until power company arrives. If the vehicle is on fire or fire is near - jump clear, don't hang on. Keep feet together and bunny hop away.
2. Don't operate heavy equipment under power lines.
3. Don't use rights-of-way as a jump or cargo drop spot.
4. Don't drive with long antennas under power lines.
5. Don't fuel vehicles under power lines.
6. Don't stand near power lines during retardant drops.
7. Don't park under power lines.
8. Don't apply straight stream to power lines.

Common Denominators of Fire Behavior on Tragedy Fires

- 1. Most incidents happen on smaller fires or on isolated portions of larger fires.**
- 2. Most fires are innocent in appearance before the "flare-ups" or "blow-ups". In some cases, tragedies occur in the mop-up stage.**
- 3. Flare-ups generally occur in deceptively light fuels.**
- 4. Fires run uphill surprisingly fast in chimneys, gullies, and on steep slopes.**

Structure Assessment Checklist

Address / Property Name

1. Numerical street address, ranch name, etc.
2. Residents on site?

Road Access

1. Paved, gravel or dirt.
2. Number of lanes, vegetation clearance, defensible, safety zones.
3. Undercarriage problems, 4x4 only?
4. Turn-outs, turn arounds.
5. Bridges - Adequate support structure?
6. Creek Crossings - Approach angle, crossing surface.
7. Terrain - Road slope, position on slope, near chimneys, saddles, canyon bottom.
8. Grade - Greater or less than 15%.

Structure / Building

1. Single residence, multiple occupancy, barn, fuel storage, unknown storage.
2. Exterior walls - Stucco or other non-combustible, wood frame, wood shake, or other combustible. Large unprotected windows facing heat source?
3. Roof - Asphalt or fiber glass shingle, tile, rock, metal or other low combustible material; wood shake or other easily combustible material?
4. Eaves - Covered and little overhang; exposed with large overhang exposure?

Structure Assessment Cont.

5. Other features - Exposed wooden structural elements, overhangs slope, attached wood deck.

Clearances / Exposures / Defensible Space

1. 100' vegetation clearance, max. 18" high, 15% or less slope, good ground clearance, vegetation is low combustible type. Or is clearance less than described?
2. Predominant fuel bed in area surrounding structure is light, medium, heavy, continuous, non-continuous.
3. Flammable trees adjacent to structure?
4. Other combustibles adjacent to structure?
5. High voltage lines or transformers near apparatus placement areas?
6. Structure located on narrow ridge, knoll, narrow canyon, chimney, mid-slope; defensible space less than 200'?

Hazardous Materials

1. Pesticides, herbicides, DOT/NFPA/UN symbols, other.

Available Water

1. Hydrant or standpipe, water storage tank with valve, swimming pool with access.

Evacuation Needs - Describe

Estimated Resources for Protection

1. Number and type engines, number water tenders, number crews, number dozers?

Structure Protection Checklist

1. Always stay mobile.
2. Back equipment in for quick escape.
3. Coil a short 1-1/2" charged line with fog nozzle on your engine for safety and quick knock down.
4. Don't make long hose lays. Know turnouts and bridge limits.
5. Keep at least 100 gallons of water reserve in your tank.
6. Check roads before the fire hits.
7. Check each home for defense. Use Structure Assessment Checklist.
8. Determine if residents are home. Leave home lights on inside and out, day and night.
9. Place owner's ladder at a corner of home on least fire threat side.
10. Coil and charge garden hoses.
11. Check and mark HazMats, i.e., LPG, pesticides, paint storage.
12. Don't enter a burning structure unless you are trained, equipped and authorized.
13. If a home becomes well involved, **leave it.**
Move on to one you can save.
14. **Always wear your safety gear, all of it.**
15. Firefighter safety and survival is the number one priority.

Vehicle Accident IC Checklist

1. Report on conditions.

- a. Hazards (fuel, electrical, traffic, access, etc.).
- b. Need for law enforcement, ambulance, helicopter, tow truck, extrication tools.
- c. Injuries (number of victims, severity).
- d. Vehicles (number, type).

2. Establish traffic control.

- a. Place apparatus between oncoming traffic and rescuers. Keep exhaust from pointing at scene, victims.
- b. Place warning devices.
- c. Establish positive communications.

3. Assess fire hazard or potential.

- a. Take suppression action as needed if trained, equipped and authorized.
- b. Be aware of fuels running downgrade,

4. Perform patient assessment.

- a. Administer first aid or triage until responsible medical service arrives.
- b. If there are fatalities, do not give names or other information over radio that would reveal identity. Do not move body.

5. Begin incident report. Document all events.

6. Advise agency dispatcher of changes.

- a. Incident status i.e., arrival of other units, patient transport, available on scene, etc.

Earthquake Or Major Incident Response

- 1. Assess crews for any injuries.**
- 2. Move apparatus out of station if possible.**
- 3. Assess the station for damage.**
- 4. Determine if phones are working.**
- 5. Check for power - normal or auxiliary?**
- 6. Monitor phone and radio for dispatch information.**
- 7. Report by radio to dispatch or IC if established.**
- 8. Initiate a "windshield survey" of first response area.**
- 9. Do not fully commit to any incident.**
 - a. Prioritize incidents with respect to life hazard, property.**
 - b. Note any damage to infrastructure (roads, bridges, etc.).**
 - c. Check for hazardous utility situations (gas, electric, water).**
 - d. Note structural instability/collapse of any buildings.**
 - e. Expect malfunctioning automatic alarms.**
 - f. Use "negative reporting". Only report things out of the ordinary.**
- 10. Follow local disaster plans.**

HazMat IC Checklist

1. Think Safety.

- a. Safe approach: upwind/upgrade/upstream.
- b. Isolate and deny entry.
- c. Notify Agency Dispatcher.
- d. Request needed assistance via safe route.

2. Scene Management.

- a. Goal is to protect life, environment and property.
- b. Attempt to identify substance using DOT Emergency Response Guide, occupancy/location, placards/labels, container shapes/colors, MSDS, shipping papers. Use **binoculars!**
- c. Assess situation.
 - (1) exact location.
 - (2) identity and quantity of material involved.
 - (3) exposures and hazards.

3. Assume role of IC until relieved by responsible agency.

- a. Assign Safety Officer.
- b. Develop Action Plan for area security and evacuation. Advise dispatcher.
- c. Advise all units of changes in situation.
- d. Document all actions taken and contacts.
- e. Document employee exposure.

4. Rules of Thumb for Isolation Distances:

- a. Minor event (1 drum, 1 bag, etc.) = 150'
- b. Major event (1 drum or more, etc.) = 500'
- c. Residential and light commercial = 300'
- d. Open areas = 1000'
- e. BLEVE potential = 2500'
- f. Stage arriving units 2500' upwind.
- g. Position vehicles headed out.

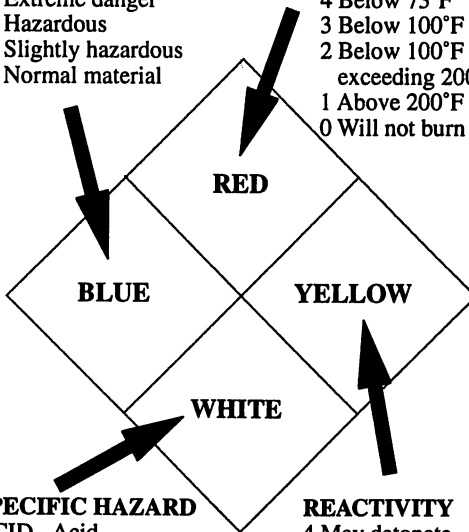
NFPA 704 HazMat Classification

HEALTH HAZARD



- 4 Deadly
- 3 Extreme danger
- 2 Hazardous
- 1 Slightly hazardous
- 0 Normal material

FIRE HAZARD

- Flash Points
- 4 Below 73°F
 - 3 Below 100°F
 - 2 Below 100°F not exceeding 200°F
 - 1 Above 200°F
 - 0 Will not burn



SPECIFIC HAZARD

- ACID - Acid
- ALK - Alkali
- COR - Corrosive
- OXY - Oxidizer
- P - Polymerization
-  - Radioactive
-  - Use no water

REACTIVITY

- 4 May detonate
- 3 Shock & heat may detonate
- 2 Violent chemical change
- 1 Unstable if heated
- 0 Stable

HazMat Response Acronym

Safety - Responder safety is #1 priority.

Isolation & Deny Entry - Isolate material and don't let anyone enter hazardous area.

Notifications - Local, state & federal responders and regulators.

Command/Management - Implement command.

IC must be identified/assigned.

Identification & Assessment - ID material and hazards associated with it.

Action Planning - State law requires written action plan. ICS 201 will work.

Protective Equipment - Determine appropriate level for responders.

Containment & Control - Mitigate hazardous material involved only if you are trained, equipped and authorized.

Protective Actions - Secure area, evacuate or shelter in place.

Decontamination & Cleanup - Up to responsible party or local health department..

Disposal - Very expensive. Special permits required for hauling.

Documentation - Document everything!

CPR

Determine Responsiveness - Gently shake shoulder and shout: "Are you OK?" If no response, call EMS. If alone, call EMS before starting ABCs.

Airway- Roll victim on back as a unit supporting head and neck. Open airway by head-tilt/chin lift maneuver. Look, listen and feel for breathing for 3-5 seconds. If no response, go to **B**.

Breathing - Pinch victims nose shut. Put mouth over victim's, making a tight seal. Give 2 slow breaths. If chest does not rise, reposition and try again. If breaths still do not go through, use abdominal thrusts to clear airway. If chest does rise, go to **C**.

Circulation - Check carotid pulse for 5-10 seconds. If there is a pulse but no breathing, give 1 breath every 5 seconds until victim is breathing or help arrives. If no pulse, begin chest compressions.

One-Rescuer Adult CPR - Perform 15 external chest compressions at the rate of 80-100 times per minute. Reopen airway and give 2 full breaths. After 4 cycles of 15:2 (about 1 minute), check pulse. If no pulse, continue 15:2 cycle beginning with chest compressions until advanced life support is available.

Patient Assessment

Patient:

- a. Name
- b. Date of Birth / Age
- c. Sex
- d. Weight
- e. Chief complaint

Oriented to:

- a. Person
- b. Place
- c. Time
- d. Purpose
- e. Disoriented

Response to pain:

- a. Purposeful
- b. Non purposeful
- c. No response
- d. Unconscious

Breathing:

- a. Normal
- b. Rales
- c. Wheezes
- d. RHonchi
- e. Unequal
- f. Stridor
- g. Apnea
- h. Other

Skin Vitals:

Color

- Normal
- Pale/Ashen
- Cyanotic
- Flushed

Moisture

- Normal
- Dry
- Moist
- Profuse

Temperature

- Normal
- Hot
- Cool
- Cold

Pupils:

- a. P.E.R.L.
- b. Unequal
- c. Fixed
- d. Pinpoint
- e. Midpoint
- f. Dilated

Patient History:

- a. Hx of complaint
- b. No Hx
- c. Unknown
- d. COPD
- e. Hypertension
- f. Cardiac
- g. Diabetes
- h. Seizure
- i. CVA
- j. Other

Water Use Hand Signals



How full is tank?



Full



Half full



Low



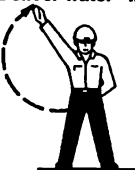
Deliver water



Increase pressure



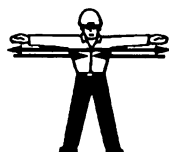
Decrease pressure



More hose



Broken hose



Shut down



Roll up hose

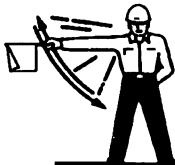
Dozer Use Hand Signals



STOP - Back and forth, waist high, swinging motion.



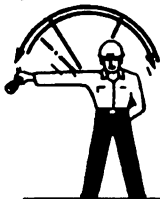
COME AHEAD - Up and down in front of spotter, from waist to arm's length above head.



TURN - Swing flag or light on side to which operator is to turn.



REVERSE OR BACKUP
Full circle in front of the spotter.



CAUTION - Wave flag or light in half circle at arm's length above head.



ATTRACT OPERATOR'S ATTENTION - May also use one blast on a whistle, horn, or other suitable device.



SIGNALS GIVEN BY SPOTTER

CAN'T SEE SPOTTER
Gun motor twice.

WANT DOZER HELPER TO COME TO DOZER
Gun motor once.

Principles of Retardant Use












- 1. Determine tactics of direct or indirect based on fire size-up and resources available.**
- 2. Establish an anchor point and work from it.**
- 3. Use the proper drop height.**
- 4. Apply proper coverage levels.**
- 5. Drop downhill and down-sun when feasible.**
- 6. Drop into the wind for best accuracy.**
- 7. Maintain honest evaluation and effective communication between the ground and air.**
- 8. Use direct attack only when ground support is available or extinguishment is feasible.**
- 9. Plan drops so that they can be extended or intersected effectively.**
- 10. Monitor retardant effectiveness and adjust its use accordingly.**

Directing Drops

- 1. Give general location** on incident.
- 2. Finalize location** with:
 - a. Clock direction - Straight in front of the aircraft is 12 o'clock, out the right door is 3 o'clock, the tail is 6 o'clock, and the left door is 9 o'clock. When giving direction, remember that helicopters and air attack generally orbit in a right-hand pattern and air tankers in a left-hand pattern.
 - b. Position on slope - Lower 1/3, upper 1/3, midslope, top of ridge, etc.
 - c. Aspect - Direction slope is facing.
 - d. Describe prominent landmarks - Don't say "I have a red hardhat, I'm wearing a yellow shirt, I'm waving, I'm by the big rock, I'm by the big tree," etc. Visualize what the pilot sees from the air and describe target.
 - e. Use Signal Mirrors - Use smoke or fusee if mirror unavailable. Stand in drop location (when safe) for ID and move away before drop.
- 3. Describe target** from your location and explain mission. The pilot will decide drop technique and flight path.
- 4. Assure pilot** all personnel are safe and know aircraft intentions before the drop.
- 5. Give feedback** to pilot about drop accuracy. Be honest and constructive. Let pilot know if drop is early, late, uphill, downhill, on target, too high, too low, etc. Report low drops immediately.

USFS Visual Signal Code

Ground To Air

Require doctor, serious injury	
Able to ride horse	
Need stretcher crew	
Broken leg	
Broken arm	
Broken back	
Head injury	
Puncture wound	
Unable to diagnose	
Jumper OK	 L
Personnel OK	LL
Fire adequately staffed	
Change jump spot	J
Cargo drop target	T
Helicopter landing spot	H
Need cross-cut saw	S
Need power saw	SS
Need climbers	O
Need drinking water	U
Need food	F
Need radio with batteries	R
Need batteries for radio	RR
Need power pump outfit	PP
Received message - Wave streamer	

Air To Ground

Received message - Rock plane	
Fire here - Circle three times over spot	
Will drop message - Gun motor three times	

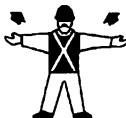
Helicopter Hand Signals



Clear to Start
Make circular motion
above head w/arm



Hold on Ground
Extend arms at 45
thumbs down



Move Upward
Arms extended
sweeping up



Move Downward
Arms extended
sweeping down



Hold Hover
Arms extended
w/clenched fists



Clear to Take-Off
Arms extended in
take-off direction



Land Here
Extend arms
w/wind at back



Move Forward
Arms extended &
wave copter toward you



Move Rearward
Arms downward
using shoving motion



Move Left
Right arm extended
left arm sweeps overhead



Move Right
Opposites of
move left



Move Tail Rotor
Rotate body w/one
arm extended



Shut Off Engine
Cross neck w/hand
palm down



Fixed Tank Doors
Open arms outward
Close arms inward

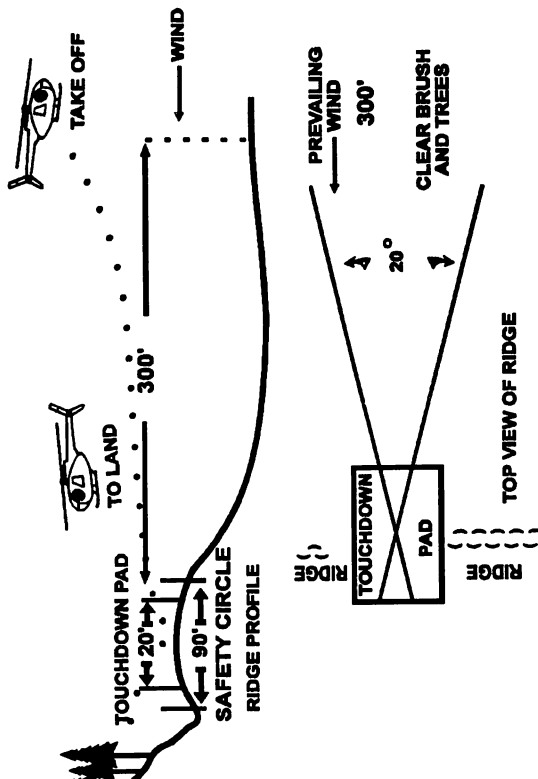


Release Sling Load
Contact forearm
w/other hand



Wave Off Don't Land
Wave arms &
cross overhead

One-Way Helispot



Aviation Watchout Situations

1. Is this flight necessary?
2. Who is in charge?
3. Are all hazards identified and have you made them known?
4. Should you stop the operation or flight due to change in conditions?
Communications? Weather?
Confusion? Turbulence?
Personnel? Conflicting priorities?
5. Is there a better way to do it?
6. Are you driven by an overwhelming sense of urgency?
7. Can you justify your actions?
8. Are there other aircraft in the area?
9. Do you have an escape route?
10. Are there any rules being broken?
11. Are communications getting tense?
12. Are you deviating from the assigned operation or flight?

Passenger Briefing

- 1. Personal Protective Equipment** - Flight helmet or hardhat w/chinstrap, nomex clothing with sleeves down, collars turned up and buttoned, ear and eye protection, 8" high leather boots.
- 2. Approach and Departure Paths** - Approach and depart from down slope side only when directed. Approach and depart in a crouch. Keep in pilot's vision at all times. Stay clear of landing area when helicopters are landing or departing. Stay clear of tail rotor.
- 3. Tools and Equipment** - Secure tools and equipment awaiting transport. Carry tools and long objects parallel to the ground, not over the shoulder in the air. Make assignments for carrying tools and equipment to and from helicopter.
- 4. Seating** - No movement between seats unless authorized. Seat belt fastened at all times. Unbuckle only when specifically directed to do so by pilot or helicopter personnel. Follow the instructions of the pilot. Know location/operation of first aid kit, survival kit, fire extinguisher, ELT (Emergency Locator Transmitter), fuel/battery shutoff switch, radio operation.
- 5. Security of Equipment** - Loose items secured and manageable, all baggage secured in aircraft or in compartment. Never throw any object from an aircraft. Never reach up or dart after a hat or other object that has become unsecured.
- 6. Smoking** - No smoking in and around aircraft.
- 7. Emergency Exits** - Know location and use.

Cause Determination Checklist

1. Take essential investigation materials with you to incident.
2. Make factual notes of all your actions and findings including:
 - a. Time fire was reported.
 - b. Name and ID of reporting party.
 - c. En route observations - people and vehicles.
 - d. Name and ID of persons or vehicles in vicinity of fire origin.
 - e. Take the weather and record it.
3. Locate and protect fire origin.
4. Search fire origin area for physical evidence of fire cause.
5. Protect evidence. **Do not remove** unless necessary to prevent destruction.
6. Make sketches of origin area using accurate measurements of relative locations of all evidence.
7. Take photographs from all angles and include long and medium distance, and closeup views of fire origin area and important evidence.
8. Turn over all notes, information, and physical evidence to the responsible law enforcement representative, or make your notes part of the official fire record.

Media Do's & Don'ts - Interviews

1. Prepare. Have command of the facts. Anticipate the questions (including the toughest ones likely to be asked).
2. Think about the best way to structure your response to convey the facts clearly. Communicate the message you want to communicate.
3. Talk to reporter beforehand to get an idea of subjects, direction and slant of the interview.
4. Never talk off the record. Avoid off-hand remarks.
5. Get comfortable.
6. Maintain eye contact with the reporter, not the camera. Don't wear sunglasses.
7. Let your appearance, countenance and speech reflect the seriousness of the situation.
8. Be brief and direct, avoid long responses. Speak in short sound bytes (10 seconds for radio and TV).
9. Don't fall for the waiting game. "Dead Air" is the reporter's problem.
10. Expect a reporter to ask the question several times phrased in different ways.
11. Avoid direct disagreement or confrontation. Tactful, but immediate, clarification is the best approach. Correct the information, not the reporter.
12. Never say "No comment".
13. Detaining or excluding the media is illegal in CA unless they are interfering with an emergency response, or unless the area is a crime scene (CPC 409.5).

Law Enforcement Field Safety

- 1. There is no such thing as a "routine contact".**
- 2. Confrontational situations should be avoided whenever possible.**
- 3. Be alert to problems that may develop. When making a contact, conduct yourself in a professional manner. Plan your approach. Recon the area and situation. The following indicators may be helpful in alerting you to a potentially dangerous situation when you have reason to believe that:**
 - a. Violator(s) is openly hostile.**
 - b. Violator(s) is intoxicated.**
 - c. Violator(s) is under the influence of drugs.**
 - d. Violator(s) has weapons.**
 - e. You are making contact alone.**
 - f. Contact is made during night hours.**
- 4. Keep in mind the violator may have committed the offense unknowingly or accidentally, and should be treated with respect due any Forest visitor. If you believe this to be a potentially hostile contact:**
 - a. Make every effort to have one or more additional Forest Officers with you.**
 - b. Prior to leaving your vehicle, radio dispatch and report your location and nature of business. If possible, let violator see you use the radio.**
 - c. Prior to leaving your vehicle, record vehicle license numbers, etc.**
 - d. Obtain any information you can from adjacent users (complainants) before contacting violator.**
- 5. Be courteous, confident, firm, tactful. Let violator have their say. Don't show anger, threaten, talk down to them, use profanity, play down the offense, or attempt to be clever or witty.**

Phonetic Alphabet

Law Enforcement

A	Adam	N	Nora
B	Boy	O	Ocean
C	Charles	P	Paul
D	David	Q	Queen
E	Edward	R	Robert
F	Frank	S	Sam
G	George	T	Tom
H	Henry	U	Union
I	Ida	V	Victor
J	John	W	William
K	King	X	X-Ray
L	Lincoln	Y	Young
M	Mary	Z	Zebra

International

A	Alpha	N	November
B	Bravo	O	Oscar
C	Charlie	P	Papa
D	Delta	Q	Quebec
E	Echo	R	Romeo
F	Foxtrot	S	Sierra
G	Golf	T	Tango
H	Hotel	U	Uniform
I	India	V	Victor
J	Julliett	W	Whiskey
K	Kilo	X	X-Ray
L	Lima	Y	Yankee
M	Mike	Z	Zulu

Frequencies

Net	TX	RX
ANF F2	172.375	171.575
BDF F2	169.875	171.475
CNF/STF F2	170.500	168.750
ELF F2	169.950	171.525
INF F2	168.725	168.125
KNF F2	164.975	164.175
LNF F2	171.475	172.225
LPF/PNF F2	169.900	170.550
MDF F2	168.150	168.750
MNF F2	169.975	169.175
SHF F2	169.100	171.575
SNF F2	170.600	171.400
SQF F2	170.575	168.675
SRF F2	170.125	168.725
TMU F2	171.575	172.375
TNF F2	170.575	168.775
R5 Crew & Tac 2	168.200	168.200
R5 Air/Ground	170.000	170.000
Travel	168.325	169.125
Universal 1	168.350	168.350
Universal 2	163.100	163.100
OES White 1	154.280	154.280
OES White 2	154.265	154.265
OES White 3	154.295	154.295
BLM CDD	166.375	166.375
BLM CDD Rpt.	166.975	166.375
BLM BBD	166.4875	166.4875
BLM BBD Rpt.	167.075	166.4875

Notes