

United States Forest Service Smokejumpers



Packer Meadows, Lolo National Forest 2010

National User Guide 2011

USFS Mission

The mission of the Forest Service is to sustain the health, diversity and productivity of the nation's forests and grasslands to meet the needs of present and future generations.

“Caring for the land and serving the people.”

Mission

Smokejumpers are used for initial fire response, for emerging fires, for implementing multiple objectives or management actions on higher complexity or longer duration fires, and for providing leadership for a variety of Forest Service missions. Smokejumpers are a rapid response and support tool with increased speed, range, and payload, as well as versatile, agile and focused. The Smokejumper program provides overhead and other highly skilled operational personnel that are capable of creating initial command structure, quick and accurate situational assessment, management needs, tactical action, and logistical support for extended operations. In addition, smokejumper support for natural resource management programs is available.

Purpose of This Guide

- To inform Fire Managers and Dispatch Offices about the United States Forest Service Smokejumper program.
- Increase awareness of smokejumper utilization:
 - Initial and Extended Attack
 - Para cargo
 - Pre-positioning (Spike Base)
 - How to order smokejumpers
 - What to expect when utilizing Smokejumpers
 - Special projects and prescribed fire



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Program Overview

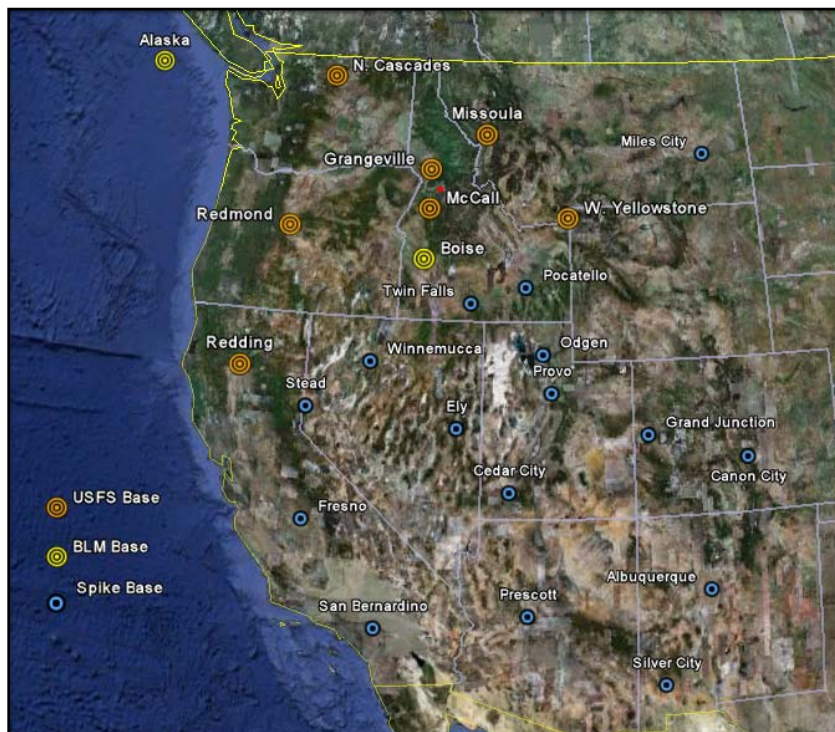
Smokejumper Bases

Nationally, there are about 325 Forest Service smokejumpers based in the following locations:

Location	Personnel	Agency	Region
Grangeville, Idaho	30	USFS	R-1
Missoula, Montana	76	USFS	R-1
West Yellowstone, MT	30	USFS	R-1
McCall, Idaho	70	USFS	R-4
Winthrop, Washington	35	USFS	R-6
Redmond, Oregon	50	USFS	R-6
Redding, California	40	USFS	R-5

The Bureau of Land Management also employs approximately 145 smokejumpers who are interchangeable with USFS smokejumper operations:

Fairbanks, Alaska	65	BLM	Alaska
Boise, Idaho	80	BLM	Great Basin



Smokejumpers from either agency may operate from any of the above listed bases/spike bases. Other bases that have been used in the past include: Vernal UT, Price UT, Moab UT, Pocatello ID, Salmon ID, Santa Fe NM, Albuquerque NM, Prescott AZ, Cannon City CO, Durango CO, Elko NV.

Aircraft Performance

Smokejumpers use a variety of aircraft to accomplish fire and fire support operations. Smokejumpers commonly use the following aircraft:

Aircraft	Cruise Speed	Range
DC-3TP	190 mph	350 miles
Twin Otter	150 mph	190 miles
Sherpa	170 mph	220 miles
Dornier	200 mph	290 miles
CASA 212	170 mph	220 miles

Aircraft can refuel in route if excessive distances are involved.

Availability

During peak fire season, Smokejumpers provide seven-day coverage. Smokejumpers are traditionally trained in May and are available for fire assignment on the first of June. Smokejumpers may be available earlier than the first of June, if there is a need. Smokejumper availability gradually decreases after October 1.

Smokejumpers are available for prescribed fire, all-risk, and other land resource projects. During fire season availability of smokejumpers depends on national resource needs. Pre and post fire season, smokejumpers are available to assist with Land Resource/Fire Management projects.

Mobility

Smokejumpers are a highly mobile, nationally shared resource. Both USFS and BLM smokejumper bases commonly share resources to boost personnel and aircraft numbers where needed during periods of increased fire activity. Smokejumpers can also rapidly deploy by other means, including by helicopter, vehicles or commercial air to a fire location.

Qualifications

Smokejumpers are highly experienced and qualified wildland firefighters. Firefighters selected as smokejumpers have a diverse background including engine, helitack, hotshot, and fire-use experience. Smokejumpers are targeted to obtain the training and skills necessary to become qualified at the Crew Boss and Incident Commander Type 4 level. Smokejumper Foremen are targeted to qualify as Division Group Supervisor and Incident Commander Type 3. Most

smokejumpers have ICS qualifications beyond these targets. All smokejumpers are trained annually in basic first aid and C.P.R. Approximately thirty percent of the jumpers are either Emergency Medical Technician or Outdoor Emergency Care certified.

Smokejumpers have expanded prescribed fire qualifications to assist Land Resource/Fire Managers. Current prescribed fire qualifications include; Burn Boss, Firing Boss, SOPL, and Fire Effects Monitors.

Smokejumper Coordination

Smokejumpers are coordinated nationally as well as by geographic area coordination centers (GACC's). During times of heightened fire activity smokejumper bases communicate their capabilities and resource needs daily:

- among smokejumper bases nationally (sometimes hourly);
- to the GACC coordinators and/or regional fire operations;
- to their local users and dispatch centers.

When IA activity is heavy, you can expect valuable information and coordination assistance from the operations desk of each smokejumper base. Smokejumper bases can work together to combine and coordinate smokejumpers in order to fill resource requests during times of high IA activity.

Smokejumper Utilization

Initial Attack and Emerging Fire Support

Smokejumpers are most effective when used either to rapidly initial attack new fires or when numerous firefighters are needed on emerging fires. Travel by fixed wing aircraft and parachute is often the quickest method of staffing a fire. Smokejumpers can also be quickly deployed via helicopter or vehicle. Although smokejumpers are frequently used in remote wilderness or roadless areas, smokejumpers can often reach fires close to roads or in the urban interface faster than other resources. Smokejumpers are self sufficient for 48-72 hours, reducing logistical demands on a Fire Manager.

Using smokejumpers for the following situations can greatly increase a fire manager's options:

[Initial Attack](#) - When a new fire start needs aggressive suppression action.

[Initial Assessment](#) – When a new fire start needs rapid intelligence gathering to support strategic decision-making.

Multiple Fires - When multiple fire starts have all local resources committed to initial attack.

Emerging Fire – Securing adequate resources in a timely manner can make the difference between an extended attack fire and an escaped fire. Smokejumpers can establish a type III incident management team, coordinate operational objectives, manage arriving resources, and if necessary, facilitate a transition to an Incident Management Team.

Smokejumper configurations for initial attack, multiple fires, and emerging fires (actual configuration may differ due to temperature, elevation and runway length):

- 8 jumpers, Twin Otter/Dornier, standard load.
- 10 jumpers, Sherpa/CASA, standard load.
- 16 jumpers, DC-3TP, multiple fire / emerging fire load with pump and hose.
- 20 jumpers, DC-3TP, rapid response Type I crew with overhead capability.

When a smokejumper request is received, a standard load configuration will be dispatched unless a specific overhead, or skill set is needed and specified. If a request cannot be filled with one aircraft (i.e. 16 jumpers DC-3TP emerging fire load) a coordinated response can utilize multiple aircraft, from multiple jump bases, to rapidly deliver the resources needed.

Large Fire Incident

Smokejumpers can be effectively utilized on large fire incidents and fill many resource needs.

Short Duration/Immediate Need Missions – Assigning Smokejumpers to a large fire to accomplish a short-term but immediate need is a legitimate use if the potential gains are substantial. Concurrence from NICC is required, so keep your GACC/Region informed of the mission and timeframes.

Type I Crew - Smokejumpers can be dispatched as a 20-person crew. Jumpers will arrive self-contained for 48-72 hours.

Helispot Construction -Smokejumpers can parachute into remote locations on an incident to construct helispots.

Overhead Assignments - Many incident command positions such as Strike Team Leader, Division/Group Supervisor, Safety Officer, and Air Tactical Group Supervisor can be readily filled by smokejumpers.

Paracargo

Jump aircraft are a fast, efficient, and economical resource, capable of providing unique logistical support to any incident. Cache items (pumps, hose, chainsaws, water, etc.) as well as special orders and fresh food can be delivered to an incident via paracargo. Orders are placed through dispatch channels and special instructions can be coordinated between the providing smokejumper base and the requesting unit.

Fresh food costs approximately \$30.00 per day, per person. A spike camp with 30-40 firefighters can be supplied with food and water for three days, for approximately \$75.00 per person, including packaging, delivery, and food costs (based on a recent resupply to a fire). Each smokejumper base has various levels of paracargo capability, so coordinating with the providing smokejumper base is important.

Cargo lift capability by aircraft:	DC-3TP	7,800 lb. payload
	Twin Otter	3,300 lb. payload
	Sherpa	4,800 lb. payload
	Dornier	3,700 lb. payload
	Casa 212	4,500 lb. payload

DC-3TP can deliver your fire resupply



Spike Base & Pre-Positioning

Pre-positioning gives a fire manager the option of having smokejumpers available at a local airport for initial attack use. A spike base can be established when fire activity is expected to last more than one day. When fire activity is predicted, pre-positioning enhances a Fire Manager's available initial attack

resources. If the predicted fire weather does not develop, the smokejumpers may be released. The following important information will help you in your decision to pre-position smokejumpers:

Duration - Pre-positioning smokejumpers can be for one day or until fire activity subsides.

Airport facilities - A facility must have Jet-A fuel. Runway length must be 2500 feet for a Twin Otter or 4000 feet for other aircraft. For extended operations, basic sanitation and secure storage space will be needed. If phone service is not available we can provide a cell phone or radio for communication with Dispatch and the local Fire Managers.

Supervision & Coordination – The Smokejumper Base will provide Overhead for spike base operations. Smokejumper overhead will work directly with the local Fire Managers and the local Dispatch office. Coordinating smokejumper utilization, logistical needs, and daily operations are the responsibility of the smokejumper Spike Base Manager. For a one day pre-positioning the smokejumper spotter will act as the designated overhead.

Booster Smokejumper Crews - If additional smokejumpers are needed they can be ordered through normal dispatching procedures. Smokejumpers are a national resource and depending on local availability booster orders may be filled by another region.

Resupply - Fire packs and necessary supplies can be driven or flown from caches throughout the west.

Support Vehicles - Vehicles will be needed for smokejumper retrieval and for daily travel. The local unit or the Smokejumper Base can supply vehicles.

Travel & Per Diem - Smokejumpers are self-sufficient and can pay for their own meals and lodging while on per diem. Pre-positioning is considered a fire assignment, and an appropriate charge code will be needed to cover cost of per diem, overtime, and aircraft cost.

Rescue

The Smokejumper program has certified Emergency Medical Technicians and Outdoor Emergency Care technicians. All of our aircraft carry a fully equipped trauma kit, oxygen kit, and transport litter to provide for basic patient care. If an event occurs requiring a rescue, the smokejumpers can rapidly respond to provide medical attention and helispot construction for extrication. For federal incidents, a local dispatch office can request smokejumpers to respond.

Prescribed Fire

Smokejumpers provide land managers with professional, highly-trained prescribed fire specialists and burn modules familiar with a variety of fuel types and management options. Smokejumper bases can provide Burn Bosses, Firing Bosses, Holding Specialists, Fire Effects Monitors, Crewmembers, and many other ICS positions. They may also assist managers with burn plan development, site preparation work, and mechanical fuels reduction work. Smokejumpers are often available for project and fuels work from September thru May. Availability is contingent upon demand and management priorities.

Special Projects

Smokejumpers can also provide personnel for specialized projects such as data surveys, NWCG course instruction, trail clearing, tree climbing for insect inventory, pine cone harvest, wildlife improvement, removal of hazardous trees near structures or campgrounds, facility maintenance, or just about any other type of activity to support the overall Forest Service mission.

Ordering Smokejumpers

Protocols for ordering smokejumpers are dependent upon the user's geographic area. Consult the relevant geographic area mobilization guide for more details. Smokejumpers may be ordered for initial attack, pre-positioning, boosters, overhead assignments, and special projects.

Initial Attack Smokejumpers

Orders for initial attack smokejumpers go directly to the local Dispatch Center. The Dispatch Center should consult with their GACC if there are any questions regarding availability or procedures. In order to speed the initial attack process Smokejumpers can be launched with incident information covering the **location coordinates, frequencies, and any other known hazards such as other responding aircraft**. This information allows the Smokejumpers to launch before a resource order is completed. A [Smokejumper Action Report](#) can be faxed to the [Mission Coordinator](#). If a Resource Order is used it should be on an Aircraft Order. Refer to the National Mobilization Guide (chapter 20) and your GACC Mob Guide for your areas' specific procedures.

Pre-positioning Smokejumpers

Any unit experiencing or expecting heavy initial attack that exceeds what the local units' resources can meet may request to pre-position an aircraft and load of smokejumpers. If initial attack activity is expected to continue, a spike base

can easily be established. The requesting unit may request support directly from their GACC. If unable to meet the demand from within the GACC, then the order may be pushed up through NICC to request support from neighboring GACC's. Certain GACC's have procedures to expedite the delivery of pre-position smokejumpers as well as protocol for negotiating duration of the pre-position if they are not utilized immediately. Refer to your GACC's Mobilization Guide for specific procedures for placing pre-position Smokejumper orders.

All orders to establish a spike base will be processed through the GACC in concurrence with NICC. Once Dispatch receives the order, Dispatch and/or the Smokejumper unit will contact the requesting unit directly to identify any additional needs. The Spike Base Manager will work directly for the local Dispatch Center/Fire Manager and follow local protocol associated with initial attack dispatching and incident staffing needs.

Reinforcement Smokejumpers (Boosters)

Unit Fire Managers that perceive a need for additional support can communicate their needs to the GACC center manager and/or Regional Fire Operations who can then initiate coordination within the GACC and nationally for boosters to be ordered to supplement personnel at established smokejumper bases. Orders for additional smokejumpers will be placed on a standard Overhead Resource Order with an "O" number for each smokejumper requested processed through normal dispatch channels. Booster smokejumpers will come with a standard order of two main parachutes, one reserve parachute, jump gear, programmable radio, PPE, and personal gear for 14 days. Reinforcement smokejumpers do not come with smokejumper aircraft. If initial attack needs exceed one aircraft, an additional aircraft may be ordered through established dispatch procedures using an aircraft order.

Overhead Assignments

As demand for initial attack dictates, smokejumpers are made available for single resource fire assignments, however the ROSS system will not always reflect what positions are available due to the challenges of selecting single resource assignments from the IA fire ready list. The local dispatch center that is hosting a permanent or spike base is the best source of information for what overhead capabilities are available, as they are able to query the smokejumper operations personnel directly to make that determination. Ordering follows normal dispatch procedures for overhead.

Other Configurations

Smokejumpers may be configured as crews or modules (Hand Crew, Engine or Helitack Crew, IA Module, Felling Team, etc.) depending on the availability of qualified personnel. Orders may be placed per normal dispatching procedures

(refer to National and GACC Mobilization Guides). Note that concurrence with NICC must be obtained prior to configuring smokejumpers as crews or modules for extended attack operations. Typically the demand for IA resources and the values at risk on your incident will determine whether such a request is approved or denied.

Special Projects

A unit can order Smokejumpers for additional help, Rx burning, all-risk, or special projects. When smokejumpers are on their funded tours, they are committed to fire suppression but can be available for prescribed fire and other types of projects when suppression is not a priority. In the off-season smokejumpers are often available for prescribed fire and other projects. **The requesting unit should contact the closest smokejumper operations desk directly to determine if the required numbers of personnel are available.**

Smokejumper Operational Procedures

Get Away Time - When dispatch receives a request for smokejumpers the fire buzzer is sounded. Smokejumpers are suited and airborne within 15 minutes. A non standard request may increase the get-away time.

The Spotter / Mission Coordinator –Smokejumper spotters are highly experienced in smokejumper and fire operations. Each smokejumper mission is flown with a one or two person team of spotters responsible for the delivery of smokejumpers and paracargo to an incident in a safe and efficient manner.

Communication - Once airborne, the smokejumper spotter will inform dispatch of an estimated time of arrival to the incident. The spotter will also contact the ordering unit as soon as radio communication can be established. The spotter will be using the call number for that aircraft (i.e. Jumper 41) for flight following and subsequent communication. All communication between the smokejumper aircraft and the requesting unit is the primary responsibility of the spotter.

Fire Size Up- Upon arrival over the fire, the spotter will notify the requesting unit and provide the following information:

- ✓ A thorough fire size up.
- ✓ Staffing recommendations.
- ✓ Additional resource needs (i.e. air tankers, helicopter with bucket, etc.)

If multiple aircraft are responding to the incident, the spotter can provide temporary aerial supervision while jump operations are in progress, or until relieved by a lead plane or air attack. If a management option for a specific fire has not been reached, or if a jumpship is in the vicinity of multiple fires, a smokejumper spotter may provide valuable intelligence to the requesting management unit. Often, additional information (digital photos), may be provided upon landing via e-mail as well as a follow-up phone call to the manager on

intelligence they gathered during the flight.

Jump Spot Selection - The spotter and jumper-in-charge will select the jump spot based on wind, topography, ground hazards, and fire behavior. Jump spots are often on steep slopes and can be in dense timber. Smokejumpers are well trained to safely parachute into these types of jump spots. Occasionally smokejumpers have not been considered due to misconceptions of what constitutes a suitable jump spot. The Smokejumper Spotter can usually find a jump spot within a reasonable distance of the fire.



A suitable jump spot.

Parachute Operations - Once a jump spot is selected, wind indicators are released at jump altitude (1500 feet above ground level) to determine wind direction and speed. If conditions are favorable the ordering unit will be notified and the jumpers will begin to exit the aircraft once the required numbers of smokejumpers are on the ground, the aircraft delivers para-cargo. The smokejumper aircraft will remain in the area until communication is established between the jumper in charge and the ordering unit.

Incident Commander / Jumper-In-Charge - Communication will be established with the appropriate contact as soon as possible. The Incident Commander will give a more detailed fire size up and confirm if they have adequate resources. If the smokejumpers are reinforcements, the jumper-in-charge will establish communication with the Incident Commander.

Logistical Support – Smokejumpers arriving on a fire are self sufficient for 48-72 hours. If an assignment will be longer than 48-72 hours the smokejumpers will need to be resupplied with food and water. The Smokejumper Base can readily provide the resupply if requested.

Demobilization – The Smokejumper-in-charge/I.C. will coordinate the demobilization time with the ordering unit. Smokejumper demobilization can be achieved in a variety of ways:

Pack Out -Smokejumpers can carry their gear to the nearest reasonable pick up point. Smokejumper gear is typically 100+ pounds. If additional gear, i.e. pumps and hose, were used on the fire another option should be considered for demobilization.

Long Line – All smokejumpers are qualified in long line operations. Smokejumpers can send most of their gear out by long line and hike to the nearest pick up point.

Pack string – Smokejumpers can pack their gear to an accessible trail to be carried out by a pack string.

Helicopter – A helicopter can be used to retrieve smokejumpers and their gear. Jumper gear can be shuttled internally but may require more than one load depending on the number of jumpers and type of helicopter.

Vehicle – Smokejumpers can be transported back to the jump base or to a suitable airfield to be retrieved by either contract or smokejumper aircraft. Vehicles can be provided by the local unit or by the jump base. It is important to remember that the jumpers will have a large amount of gear. Typical vehicle requirements are:

2 SMJs	1 pickup.
4 to 6 SMJs	1 pickup and sufficient seating.
8 to 12 SMJs	2 pickups and sufficient seating

Debriefing – The Smokejumpers want your feedback to continually improve operations, and to better meet your needs. When appropriate and convenient a debriefing is encouraged.

Frequently Asked Questions

How much do Smokejumpers cost?

The average cost of an 8-person load with an ICT3, 2 hours of flight time in a Twin Otter, and a 16 hour day with hazard is \$5600.

What is the injury rate for Smokejumpers?

Smokejumpers are the only federal firefighting group to keep accurate injury reports since 1992. The national rate of injury for Forest Service Smokejumpers performing parachute operations is on average .7% or 7 per 1000 jumps. Of these 4 are minor injuries (no time lost after initial treatment) and 3 are serious injuries (lost time injuries). Injury rates on the fireline are typically lower than other resource types due to the higher fitness standards. In the 70 year history of the Smokejumper program there have been only 7 fatalities during Smokejumper delivery operations compared to dozens from rotor wing delivery/transport.

What kind of spot can they jump into?

Smokejumpers can jump into just about any terrain. Meadows are good spots, but many jump spots are not obvious to other than an experienced spotter. It is important to let the Smokejumper spotter determine terrain influences and wind conditions and pick the appropriate [jump spot location](#).

Will there be an IC on board?

There will always be an IC on board of the [aircraft](#) and typically several including an ICT3. Special requests for qualified individuals can be placed on the resource order. A jump load will usually have a mix of [qualifications](#) including STLD/TFLD, medically trained personnel, and a C-faller on board.

Will we have to support them once they are on the ground?

Smokejumpers have enough food, water, and fuel for 48-72 hours under most conditions. If additional support is needed, [paracargo](#) is an option to re-supply fires if local methods are taxed. [Demob](#) transportation may be needed to transport the jumpers back from the fire. The base that supplied the smokejumpers can assist with logistical support including para-cargo and demob.

Is it "OK" to use Smokejumpers on fires that are not remote or hard to get to?

Absolutely, [Smokejumper utilization](#) varies greatly. Typically, it is still quicker to fly than drive. Once over a fire, the jump plane can guide local resources in, provide an accurate size-up, coordinate air resources, and staff the fire if requested to.

What if I can't give them an orientation briefing?

Smokejumper loads carry a diverse range of individuals who are familiar with the terrain and fuels in your area. Given BI's, ERC's, frequencies, and a map (carried onboard of the aircraft), the jumpers can safely attack fires anywhere in the country. Operational briefings at their base will cover weather and conditions for a wide area surrounding the base. A good tool is to call the base that is responding and give special instructions or information directly to the spotter or Jumper-in-charge prior to their getting on the aircraft.

Do I have to arrange accommodations for them?

No. All smokejumpers carry government credit cards and are capable of arranging their own room and board. The "[Jumper In Charge](#)" may need assistance finding rooms if your area is excessively busy, or they are arriving from a fire late in the evening.

How do I know if there are jumpers available?

Dispatch should be familiar with the location and number of smokejumpers available in your geographic region. The Smokejumper Status website is also a good reference <http://www.nifc.gov/smokejumper/smjprt.php>. This page should not be used as a decision making tool as it may not be accurate due to the dynamic nature of Smokejumper activity. For questions on ordering, refer to [ordering procedures](#).

How do I use smokejumpers for [prescribed fire](#) or other projects?

Consider jumpers as a large pool of experienced personnel who do not have a district which they are tied to. Smokejumpers are typically available to be on your unit accomplishing project objectives during shoulder season times. Current qualifications for prescribed fire include: Burn Boss, Firing Boss and Fire Effects Monitors. Determining which base to use for your operation is usually dictated by region or agency. For USFS projects there is no need for reimbursement agreements. It is best to call the Operations desk of the closest Smokejumper Base for information regarding ordering and availability.

Contacts and Phone numbers

McCall Smokejumpers

605 S Mission St
McCall, ID 83638

OPERATIONS 208-634-0378, BASE MANAGER, 208-634-0383
FAX 208-630-0385

Redmond Smokejumpers

Redmond Air Center
1740 SE Ochoco Way
Redmond, OR 97756

OPERATIONS 541-504-7281, BASE MANAGER, 541-504-7280
FAX 541-504-7288

North Cascades Smokejumpers

23 Intercity Airport Road
Winthrop, WA 98862

OPERATIONS 509-997-9760, BASE MANAGER, 509-997-9758
FAX 509-997-2077

Redding Smokejumpers

6101 Airport Road
Redding, CA 96002

OPERATIONS 530-226-2886, BASE MANAGER, 530-226-2889
FAX 530-226-2887

Missoula Smokejumpers

Aerial Fire Depot
5765 West Broadway
Missoula, MT 59808

OPERATIONS 406-329-4896, BASE MANAGER, 406-329-4942
FAX 406-329-4955

Grangeville Smokejumpers

Grangeville Air Center
111 Airport Road
Grangeville, ID 83530

OPERATIONS 208-983-9584, BASE MANAGER, 208-983-9586
FAX 208-983-9587

West Yellowstone Smokejumpers

WYIFC Box 610
West Yellowstone, MT 59758

OPERATIONS 406-646-7691, BASE MANAGER, 406-646-7691
FAX 406-646-9598

Smokejumper Action Report

Used by Mission Coordinator when responding to a fire. The green areas can be filled in by dispatch and faxed to the Mission Coordinator to speed the ordering process.

DATE		FIRE NAME		FREQUENCIES				WALLCHART	
				AIR		GROUND			
INCIDENT #		JOB CODE		Call Sign		Call Sign		MASTER ACTION	
				RX		RX		ARRIVAL ON FIRE	
FOREST/AGENCY		DISTRICT		TX		TX		CONTROL TIME	
				TX		TX		LEFT FIRE	
LOCATION				TONE		TONE		RETURN TO BASE	
Township	Range	Section	1/4 Sec					FIRE SIZE	
								TOTAL CREW HOURS	
LAT/LONG				OTHER FREQUENCIES					
				Call	RX	TX	Tone	I/A OR REINFORCE	
CORRECTED LAT/LONG								AAR DONE	
OTHER AIRCRAFT				FIRE JUMP				OTHER JUMP	
								REPORT GIVEN TO DIST MAILED?	
VOR/LANDMARK				AZIMUTH				DISTANCE	
JUMP SPOT		FIRE ACTIVITY		WIND CONDITIONS				TAKEOFF	
Meadow	Smolder	0-100 yds	Steady					ARRIVE FIRE	
Brush	Running	100-200	Gusty					DROP COMPLETE	
Clearcut	Torching	200-300						PILOT	
Re-prod	Crown	300-400						CO-PILOT	
Timber	Spottlng	400 +	Variable					SPOTTER	
								ASST. SPOTTER	
FIRE SIZE:ACRES				DRY RUN EXPLANATION					
				NAME OF JUMPER		MAIN	RESERVE	DROGUE	POSITION
COMMENTS:				1					
				2					
				3					
				4					
				5					
				6					
				7					
				8					
				9					
				10					
CARGO DROPPED		RETURNED		11					
Firepack				12					
cubie				13					
chainsaw #				14					
				15					
X-cut #				16					
cell ph. #				17					
1st aid belt#				18					
other				19					
				20					