

# **GREEN SHEET**

## **California Department of Forestry and Fire Protection (CAL FIRE)**

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



#### **Firefighter Injury**

**June 04, 2013**

#### **Highway 152 Incident**

**13-CA-MMU-009075**

#### **California Southern Region**

A Board of Review has not approved this Summary Report. It is intended as a safety and training tool, an aid to preventing future occurrences, and to inform interested parties. Because it is published on a short time frame, the information contained herein is subject to revision as further investigation is conducted and additional information is developed.

Lookouts

Communications

Escape Routes

Safety Zones

## **SUMMARY**

On June 4, 2013, at 1620 hours Copter 406 was assigned to the Highway 152 Incident in the Madera/Mariposa/Merced Unit (MMU). While engaged in firefighting activities a Fire Fighter I (FFI) assigned to Copter 406 experienced leg cramps. After being released from the incident, a recommendation was made for Copter 406 to fly to Hollister Air Attack Base for further medical evaluation of the FFI.

## **CONDITIONS**

The weather was Temp 88-90 degrees, RH 24%, NW wind gusting to 30 mph, Steep Terrain 40%-45%, burning in grass oak woodland; fuel model 1.

## **SEQUENCE OF EVENTS**

On June 4, 2013, at 1544 hours, Copter 406 with crew was dispatched to the Highway 152 Incident in the Los Banos area of the MMU. At approximately 1620 hours Copter 406 arrived at scene and the Helitack crew was assigned to Division A hot spotting ahead of an engine company. The fire was burning in grass oak woodland; fuel model 1.

After two hours of firefighting activities, forward progress of the fire was mitigated and the Helitack crew started back towards their deployment site securing the line and mopping up as they returned. At approximately 1745 hours the FFI started to experience leg cramps and notified the Fire Captain. The FFI was instructed to open his nomex shirt and was provided water and Gatorade.

During initial assessment the FFI stated he was still experiencing leg cramps but stated he was okay. The Fire Captain on the ground notified Copter 406 of the FFI condition. Copter 406 notified AA460 who then advised the Incident Commander. It was determined that EMS was not needed and Copter 406 was released back to BEU. Air attack 460 recommended Copter 406 fly to Hollister Air Base (HAAB) where they would rendezvous with Engine 4666 to reevaluate the FFI. Upon arrival at HAAB the FFI condition was reevaluated and the Fire Captain made the determination to transport the FFI to the hospital by way of state utility.

The FFI was treated for dehydration, evaluated and held overnight for observation.

## **INJURIES/DAMAGES**

FFI returned to full duty with no restrictions.

## **SAFETY ISSUES FOR REVIEW**

1. Develop and maintain situational awareness and reevaluate as events evolve.
2. Balanced Physical Fitness and Training programs are an integral part of increasing performance and decreasing injuries.
3. Daily Nutritional and Hydration consumption should be adjusted to your daily physical activities.
4. Adequate Sleep and Stress Management can increase performance and endurance.
5. Have knowledge of, and follow, Unit and Departmental reporting, notification guidelines and criteria.