



Wildfire After Action Review

Region: Dehcho
Fire Number: FS002-24

Date: Thurs., May 30
Staff Present: NS1

1. What was the plan? Talk about size-up, each person's roles going in to the fire.
Plan was to build pads in Div A from pad 3 to pad 4 - approx. 1km apart. Had two chainsaw guys and two guys to move the logs/brush. CRWL was doing his role. I.e., scoping ahead, supervising and everyone tasked with a job.
Wanted to go around the edge, with guidance from Darwyn/IC./OCS, thinking it was going to take a while -there was large trees and lot of scoping for danger trees. We knew Adam, so had safety on our minds constantly. We also just took the chainsaw course, so it's fresh on the mind. Work safely as possible. Work edge for helipads, rusty at first on the pad but was first of the year. Scouted ahead to see if the trail was cold. We started cutting trail half way through, they put the trail in.
2. What Actually Happened which caused us to deviate from the plan, and why did that happened?
Was planning to make a pad before trail cutting but we seen it and had to deviate because there was no suitable area got bit lost from scouting and/or some weather delayed us. We switched tactics, to cutting trail to link up with the other crew.
Something that didn't goes as planned, didn't have adequate equipment - no leavers, no wedges, (had personal eges), wrong chainsaw bar (had to use personal 20").
Took the perosnal saw on the line, as mentioned earlier, the povided one had an 18' chain on 16' bar.
First landed in Liard, went from pad 3 to pump site. Water bottles and gargabe was found under trees from the previous crews. Was embarrassing and to hear that the Yukon thinking it was them. Was also emply water bottles in the trees. Couple trees didn't drop properly from not being provided proper tools and were hung up. For this area, needed larger chainsaws. Requested smaller peices, forestry only supplied 16' and seeing the larger trees here was crazy - didn't make you feel comfortable as a faller but confidence grew with time.
What went well; we got pads down and were getting better each time and trails got cleaner. Once we got the stihl chainsaw, it was much better. It's good to try new equipment, was something our region didn't recieve yet.
If there was a recon flight happening, it could have been benefical to go up to visualize the area more - when going out, we went straight from heliport to the ground. So we had to take quick coordinates, only time to get it was from the quick drop off. If the crew leader could go up even if when the OSC was in the AStar. Darwyn helped a lot. Map was not updated at first, we used the DIVS, Darwyn, gps tracker and got his tracks. Improper map had them zigzagging, as the map had shown, which was inaccurate.
Recommmend Azenza for an offline map, once in service, the tracks were automatically updated. Suggest every crew leader to have it, had the topography to help and know if in the grid area. Understand it is different land. Overhead pictures were showing the improvements and pilot reiterated it, was nice to hear our work was good. One saw was half choked when operating, need proper equipment.
3. What are we going to do better next time?
Learned it's easier to cut the helipads with larger chainsaws. Try to reach out to the AStar for assistance in navigating the area - once Darwyn came out, he shared where they were for better guidance.
Know it's good to ask for help. In coversation with the Yukonw crew,said they have more hills and mountains and asked what would they do in their situation.
More staging areas to not carry full gear up along the line. Easier on time and back and more efficent all around. More work done in this metho and not fatigued. Rain jackets were not issued and froze out there when it rained. Keith Hartery, SOF, gave them his own jacket and equipment and assisted with their feet issues. He helped David when he was sick. Medically, he aided between us and the medic by been the mediator - did not want to go to medic directly. Although medic is here, medic went the extra mile to help us. Showers, meals were all appreciated.

Facilitated by: Raelene Lamalice
Manager Approval: Kole Comin, IC: [Signature]

This form must be completed within 24 hours of action on a fire ending and must be approved by the Manager of Forests and uploaded into the fire file in SPARCS.

Fire crews, aircrew, clerks, warehouse staff and supervisors should all contribute to the AAR whenever possible.

Only one form per fire.

To add additional information use the back side of this form or attach a piece of paper.