



WASHINGTON STATE DEPARTMENT OF  
**Natural Resources**

## **NORTHEAST REGION**

### **WILDLAND FIRE INVESTIGATION REPORT**

#### **Rising Eagle Road Fire**

August 1, 2014

Okanagan County, Twisp, WA

WA-NES-819  
14-V-AEU / Program 221



WASHINGTON STATE DEPARTMENT OF  
**Natural Resources**

## **RIISING EAGLE ROAD FIRE INVESTIGATION**

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**STATE OF WASHINGTON  
DEPARTMENT OF NATURAL RESOURCES  
NORTHEAST REGION**

**WILDLAND FIRE INVESTIGATION REPORT**

**FIRE NAME:** RISING EAGLE ROAD (Incident #258)

**CITATION ISSUED?** NO **CITATION NUMBER?** N/A

**LEGAL DESCRIPTION:** Township: 34 North Range: 21 East Section: 25 Sub: SESE

**GPS LOCATION:** Latitude: N 48° 24.738' Longitude: W 120° 08.721'

**LANDOWNER:** Multiple unimproved private properties and DNR ownership

**INCIDENT DATE:** 08/01/2014 **INCIDENT TIME:** 1:48 PM **PROGRAM:** 221

**INITIAL ATTACK/INCIDENT COMMANDER:** John Morgan / Northeast 22

**INITIAL FIRE INVESTIGATOR:** Greg Saltsman / DNR 33

**AUTHOR OF THIS REPORT:** Greg Saltsman / NE Region Wildland Fire Investigator

**FIRE DANGER RATING:** Okanogan County **LEVEL:** Very High

**IFPL ZONE:** **IFPL:** ☐ Level 1 ☐ Level 2 ☐ Level 3 ☐ Level 4 ☒ N/A

**TOOL INSPECTION?** ☐ Yes ☒ No (If "yes" attach a copy of the completed tool inspection form).

**Noted Violations:**

**BURN BANS IN EFFECT?** ☐ Yes ☐ No ☒ N/A (If "yes" is applicable, attach a copy of the burn ban declaration announcement to this report).

**WEATHER (Cite Source):**

Weather Underground – located one mile north of the Rising Eagle Road Fire Origin. (Refer to the North Cascades Smokejumper Base (NCSB) Site, See Attachment Page 21).

**Red Flag Warning?** ☒ Yes ☐ No (If "yes" attach a copy of the warning to this report).  
(Refer to the Red Flag Warning, See Attachment Page 25).

**Lightning?** ☐ Yes ☒ No (Attach a copy of the NIFC Lightning Information to this report). (Refer to the BLM Lightning Display Map, See Attachment Page 26).

**SUMMARY**

On August 1, 2014 a wildfire, identified as the Rising Eagle Road Fire, originated approximately five miles northwest of Twisp, Washington in Okanogan County on private property located along State Route 20 (SR 20) under the Department of Natural Resources (DNR) protection. The area burned by the fire totaled 579 acres and included 5.2 acres owned by DNR and 573.8 acres of private ownership. DNR land and private ownership of unimproved wildland is under DNR protection and improved properties are under the protection of Okanogan County Fire Protection District #6. As the fire spread, it consumed grass, sage brush, ponderosa pine trees, and it reportedly destroyed ten outbuildings and six residences as it swept wind-driven through a wildland-urban interface setting. Resources from DNR, United States Forest Service (USFS), Okanogan County Fire Protection District 6, additional mutual aid fire districts and response from an existing nearby Fire Management Team (Carlton Complex) all contributed to the fire suppression efforts. (Refer to the Fire Perimeter Map, See Attachment Page 28).

A DNR wildland fire investigation determined that the fire was caused by hot metal flake fragments contacting and igniting dried grass and weeds that bordered along the west roadside edge of SR 20 near mile marker 198. The described fragments are suspected to have originated from a light duty trailer that was being towed eastbound on SR 20 when a wheel assembly failed to function properly and seized. The seized wheel came in contact with the pavement once the tire was destroyed. As the utility trailer was towed, the grinding of the wheel on the pavement emitted hot metal fragments that were dispersed roadside, including the suspected metal fragments recovered from grasses within the fire's specific origin at the ignition area (point of origin). Members of the Okanogan County Sheriff's Office (OCSO) identified the registered owner of the trailer as Mr. David Ford and the driver of the vehicle towing the trailer as Nancy Leland, Mr. Ford's wife. A mechanical inspection of the trailer was subsequently performed which revealed it to be in a state of disrepair. The mechanical inspection identified a severe lack of general mechanical lubrication maintenance to the wheel bearing assemblies, indicating that the trailer was not roadworthy to be safely utilized.

**NOTIFICATION**

On August 1, 2014 at 3:00 PM, DNR Fire Investigator (INVF) Greg Saltsman was dispatched by the Northeast Washington Interagency Communication Center (NEWICC) to the Rising Eagle Road Fire as the origin and cause investigator. INVF Saltsman, along with INVF Jim Russell, responded to and arrived at the scene at 6:13 PM to conduct the fire investigation. At the scene, they met INVF Daniel Gregory, who had maintained security at the suspected general origin area.



**CONTACT INFORMATION****Contact Number 1**POI: ☒ Witness: ☐Other: ☐Subject Name (Last, First, Middle): Leland, Ms. Nancy L.Address (Street, PO Box): 18003A Hwy 20City: Winthrop State: WA Zip: 98862 Home Phone: (509) 996-4115Employer: \_\_\_\_\_ Work Phone: (651) 497-4132DOB: 5(b) M ☐ F ☒ SSN: \_\_\_\_\_

Ht: \_\_\_\_\_ Wt: \_\_\_\_\_ Hair: \_\_\_\_\_ Eyes: \_\_\_\_\_

Veh. License: \_\_\_\_\_ State: \_\_\_\_\_ Make: \_\_\_\_\_ Type: \_\_\_\_\_ Color: \_\_\_\_\_

Summary of Involvement: Person towing utility trailer (wife to Mr. Ford).Written Statement Obtained: Yes ☒ No ☐**Contact Number 2**POI: ☐ Witness: ☒Other: ☐Subject Name (Last, First, Middle): Leland, Ms. Pamela, JAddress (Street, PO Box): 205 Lee PlaceCity: Albert Lea State: MN Zip: 56007 Home Phone: (507) 402-1545Employer: \_\_\_\_\_ Work Phone: (507) 383-3153DOB: 5(b) M ☐ F ☒ SSN: \_\_\_\_\_

Ht: \_\_\_\_\_ Wt: \_\_\_\_\_ Hair: \_\_\_\_\_ Eyes: \_\_\_\_\_

Veh. License: \_\_\_\_\_ State: \_\_\_\_\_ Make: \_\_\_\_\_ Type: \_\_\_\_\_ Color: \_\_\_\_\_

Summary of Involvement: Driver of Subaru following truck and utility trailer being towed(Sister-in-law to Ms. Nancy Leland).Written Statement Obtained: Yes ☒ No ☐**Contact Number 3**POI: ☐ Witness: ☒Other: ☐Subject Name (Last, First, Middle): Leland, Alexandra

Address (Street, PO Box): \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Home Phone: \_\_\_\_\_

Employer: \_\_\_\_\_ Work Phone: \_\_\_\_\_

DOB: \_\_\_\_\_ M ☐ F ☒ SSN: \_\_\_\_\_

Ht: \_\_\_\_\_ Wt: \_\_\_\_\_ Hair: \_\_\_\_\_ Eyes: \_\_\_\_\_

Veh. License: \_\_\_\_\_ State: \_\_\_\_\_ Make: \_\_\_\_\_ Type: \_\_\_\_\_ Color: \_\_\_\_\_

Summary of Involvement: Passenger in towing vehicle driven by Ms. Nancy L Leland (Daughter of Ms. Pamela J. Leland).Written Statement Obtained: Yes ☐ No ☒**Contact Number 4**POI: ☐ Witness: ☐Other: ☒Subject Name (Last, First, Middle): Rodriguez, David Okanogan County Chief Criminal Deputy Sheriff U3

Address (Street, PO Box): \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Home Phone: \_\_\_\_\_

Employer: Okanogan County Sherriff's Office Work Phone: \_\_\_\_\_DOB: \_\_\_\_\_ M ☐ F ☐ SSN: \_\_\_\_\_

Ht: \_\_\_\_\_ Wt: \_\_\_\_\_ Hair: \_\_\_\_\_ Eyes: \_\_\_\_\_

Veh. License: \_\_\_\_\_ State: \_\_\_\_\_ Make: \_\_\_\_\_ Type: \_\_\_\_\_ Color: \_\_\_\_\_

Summary of Involvement: Notified residences of approaching wildland fire. Investigated disabled trailer, gathered contact and vehicle information. (See Okanogan County Sheriff's Office Investigator Supplemental Report).Written Statement Obtained: Yes ☒ No ☐

**Contact Number 5**

POI: ☐ Witness: ☐ Other: ☒  
Subject Name (Last, First, Middle): Weigel, Justin Okanogan County Deputy Sheriff U21  
Address (Street, PO Box): \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Home Phone: \_\_\_\_\_  
Employer: Okanogan County Sherriff's Office Work Phone: \_\_\_\_\_  
DOB: \_\_\_\_\_ M ☐ F ☐ SSN: \_\_\_\_\_  
Ht: \_\_\_\_\_ Wt: \_\_\_\_\_ Hair: \_\_\_\_\_ Eyes: \_\_\_\_\_  
Veh. License: \_\_\_\_\_ State: \_\_\_\_\_ Make: \_\_\_\_\_ Type: \_\_\_\_\_ Color: \_\_\_\_\_  
Summary of Involvement: Initiated Uniform Washington State Tow/Impound and Inventory Record for disabled utility trailer and arranged for Classic Towing to perform tow/haul of trailer. (See Classic Towing voucher).  
Written Statement Obtained: Yes ☒ No ☐

**Contact Number 6**

POI: ☒ Witness: ☐ Other: ☐  
Subject Name (Last, First, Middle): Ford, Mr. David, L  
Address (Street, PO Box): 18003A Hwy 20  
City: Winthrop State: WA Zip: 98862 Home Phone: (509) 996-4115  
Employer: \_\_\_\_\_ Work Phone: (651) 497-4132  
DOB: 5(b) M ☒ F ☐ SSN: \_\_\_\_\_  
Ht: \_\_\_\_\_ Wt: \_\_\_\_\_ Hair: \_\_\_\_\_ Eyes: \_\_\_\_\_  
Veh. License: \_\_\_\_\_ State: \_\_\_\_\_ Make: \_\_\_\_\_ Type: \_\_\_\_\_ Color: \_\_\_\_\_  
Summary of Involvement: Registered owner of utility trailer (husband to Ms. Nancy Leland). (See Mr. Ford's written statement).  
Written Statement Obtained: Yes ☒ No ☐

**Contact Number 7**

POI: ☐ Witness: ☐ Other: ☒  
Subject Name (Last, First, Middle): Roberts, Michael  
Address (Street, PO Box): PO Box 4470 614 Okoma Dr.  
City: Omak State: WA Zip: 98844 Home Phone: (509) 826-4060  
Employer: Mechanic/Owner of Choice Automotive & RV Work Phone: \_\_\_\_\_  
DOB: \_\_\_\_\_ M ☐ F ☐ SSN: \_\_\_\_\_  
Ht: \_\_\_\_\_ Wt: \_\_\_\_\_ Hair: \_\_\_\_\_ Eyes: \_\_\_\_\_  
Veh. License: \_\_\_\_\_ State: \_\_\_\_\_ Make: \_\_\_\_\_ Type: \_\_\_\_\_ Color: \_\_\_\_\_  
Summary of Involvement: Performed independent professional evaluation of equipment failure and overall maintenance and/or mechanical condition utility trailer. (See Choice Automotive & RV voucher).  
Written Statement Obtained: Yes ☒ No ☐

**Contact Number 8**

POI: ☐ Witness: ☐ Other: ☒  
Subject Name (Last, First, Middle): Campbell, Brad  
Address (Street, PO Box): \_\_\_\_\_  
City: Twisp State: WA Zip: \_\_\_\_\_ Home Phone: \_\_\_\_\_  
Employer: \_\_\_\_\_ Work Phone: \_\_\_\_\_  
DOB: \_\_\_\_\_ M ☐ F ☐ SSN: \_\_\_\_\_  
Ht: \_\_\_\_\_ Wt: \_\_\_\_\_ Hair: \_\_\_\_\_ Eyes: \_\_\_\_\_  
Veh. License: \_\_\_\_\_ State: \_\_\_\_\_ Make: \_\_\_\_\_ Type: \_\_\_\_\_ Color: \_\_\_\_\_  
Summary of Involvement: Personally communicated information to Mr. Ford. (See Mr. Ford written statement).  
Written Statement Obtained: Yes ☐ No ☒

**Contact Number 9**

POI: ☐ Witness: ☐ Other: ☒  
Subject Name (Last, First, Middle): Ewing, Dick  
Address (Street, PO Box): \_\_\_\_\_  
City: Winthrop State: WA Zip: \_\_\_\_\_ Home Phone: \_\_\_\_\_  
Employer: \_\_\_\_\_ Work Phone: \_\_\_\_\_  
DOB: \_\_\_\_\_ M ☐ F ☐ SSN: \_\_\_\_\_  
Ht: \_\_\_\_\_ Wt: \_\_\_\_\_ Hair: \_\_\_\_\_ Eyes: \_\_\_\_\_  
Veh. License: \_\_\_\_\_ State: \_\_\_\_\_ Make: \_\_\_\_\_ Type: \_\_\_\_\_ Color: \_\_\_\_\_  
Summary of Involvement: Personally communicated information to Mr. Ford. (See Mr. Ford written statement).

Written Statement Obtained: Yes ☐ No ☒

**Contact Number 10**

POI: ☐ Witness: ☐ Other: ☒  
Subject Name (Last, First, Middle): Methow Valley Bulletin Board  
Address (Street, PO Box): \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Home Phone: \_\_\_\_\_  
Employer: \_\_\_\_\_ Work Phone: \_\_\_\_\_  
DOB: \_\_\_\_\_ M ☐ F ☐ SSN: \_\_\_\_\_  
Ht: \_\_\_\_\_ Wt: \_\_\_\_\_ Hair: \_\_\_\_\_ Eyes: \_\_\_\_\_  
Veh. License: \_\_\_\_\_ State: \_\_\_\_\_ Make: \_\_\_\_\_ Type: \_\_\_\_\_ Color: \_\_\_\_\_  
Summary of Involvement: Host sight of social media information communicated to Mr. Ford. (See Mr. Ford written statement).

Written Statement Obtained: Yes ☐ No ☒

**Contact Number 11**

POI: ☐ Witness: ☐ Other: ☒  
Subject Name (Last, First, Middle): Rogers, Henry (Hank)  
Address (Street, PO Box): \_\_\_\_\_  
City: Twisp State: WA Zip: \_\_\_\_\_ Home Phone: (509) 997-6302  
Employer: \_\_\_\_\_ Work Phone: \_\_\_\_\_  
DOB: \_\_\_\_\_ M ☐ F ☐ SSN: \_\_\_\_\_  
Ht: \_\_\_\_\_ Wt: \_\_\_\_\_ Hair: \_\_\_\_\_ Eyes: \_\_\_\_\_  
Veh. License: \_\_\_\_\_ State: \_\_\_\_\_ Make: \_\_\_\_\_ Type: \_\_\_\_\_ Color: \_\_\_\_\_  
Summary of Involvement: Passed on information to individuals about potential start of fire. (See Mr. Ford written statement).

Written Statement Obtained: Yes ☐ No ☒

**Contact Number 12**

POI: ☐ Witness: ☐ Other: ☒  
Subject Name (Last, First, Middle): Rogers, Christine  
Address (Street, PO Box): \_\_\_\_\_  
City: Winthrop State: WA Zip: \_\_\_\_\_ Home Phone: (509) 997-6302  
Employer: \_\_\_\_\_ Work Phone: \_\_\_\_\_  
DOB: \_\_\_\_\_ M ☐ F ☐ SSN: \_\_\_\_\_  
Ht: \_\_\_\_\_ Wt: \_\_\_\_\_ Hair: \_\_\_\_\_ Eyes: \_\_\_\_\_  
Veh. License: \_\_\_\_\_ State: \_\_\_\_\_ Make: \_\_\_\_\_ Type: \_\_\_\_\_ Color: \_\_\_\_\_  
Summary of Involvement: Visited fire vicinity (Wife to Hank Rogers).

Written Statement Obtained: Yes ☐ No ☒

**Contact Number 13**POI: ☐ Witness: ☐ Other: ☒Subject Name (Last, First, Middle): Jones, Dakota

Address (Street, PO Box): \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Home Phone: \_\_\_\_\_

Employer: \_\_\_\_\_ Work Phone: \_\_\_\_\_

DOB: \_\_\_\_\_ M ☐ F ☐ SSN: \_\_\_\_\_

Ht: \_\_\_\_\_ Wt: \_\_\_\_\_ Hair: \_\_\_\_\_ Eyes: \_\_\_\_\_

Veh. License: \_\_\_\_\_ State: \_\_\_\_\_ Make: \_\_\_\_\_ Type: \_\_\_\_\_ Color: \_\_\_\_\_

Summary of Involvement: Assisted with independent professional evaluation of equipment failure and overall maintenance and/or mechanical condition utility trailer. (Choice Automotive & RV employee).Written Statement Obtained: Yes ☐ No ☒

**INVESTIGATION**

On August 1, 2014 at approximately 1:57 PM (hereinafter, all times are to be considered approximate unless otherwise noted), NEWICC received a report of fire from USFS (Division 4) Fire Management Officer Jeff Dimke of a wildfire located approximately five miles northwest of Twisp, WA in Okanogan County along SR 20 near mile marker 198. The fire's size was reported at that time to be approximately one-half acre and progressing rapidly (running) uphill. The DNR, USFS, Okanogan County Fire Protection District 6, additional mutual aid fire districts and response from an existing nearby Fire Management Team (Carlton Complex) all contributed to the fire suppression efforts. The fire was identified as the Rising Eagle Road Fire.

On August 1, 2014 at 3:00 PM, INV F Saltsman was dispatched by NEWICC to the Rising Eagle Road Fire as the fire's origin and cause investigator. At 3:26 PM while en route to the fire, INV F Saltsman heard a DNR radio transmission indicating the fire was approximately 300 acres in size. INV F Saltsman arrived on the fire at 6:13 PM with INV F Russell, and they were met and briefed by INV F Daniel Gregory as to the alleged cause of the fire being associated with a utility trailer's wheel coming into contact with the pavement as it was being towed east on SR 20. INV F Gregory described that from a distance south of the Rising Eagle Road Fire, prior to arriving at the scene himself, the smoke column heading he observed was from a steady southeast wind direction (blowing to the northwest), and the smoke appeared light grey to grey, and at times dark brown to dark grey in color.

Furthermore, INV F Gregory described that after arriving at a roadside location near the heel of the fire, he met with and spoke to the Okanogan County Sheriff's Office (OCSO) Sheriff Frank Rogers and was told that during the OCSO's fire evacuation notification to residents in the area, Sheriff Rogers's Chief Criminal (CC) Deputy, David Rodriguez, had told him that he (Rodriguez) had contacted a driver who had been towing a trailer with a damaged wheel that was suspected to have started the fire, and that during the contact, the driver put her wrists together towards CC Deputy Rodriguez and told him to place her under arrest because she had started the fire.

Following the briefing, INV Fs Saltsman and Russell, accompanied by Gregory at times, proceeded with the on the ground investigation. INV F Saltsman noted that the type of fire was wind-driven (long and narrow) and was pushed hard to the northwest by strong southeast winds and generally parallel to SR 20, indicating that the origin (heel) was at the southeast end of the fire. Initial observations of the overall fire area were made walking the east flank of the fire, along the southwest side of SR 20, while giving consideration that multiple fire ignitions may have occurred from the alleged cause. Further observations were made by viewing the perimeter of the fire's burned and unburned area adjacent to SR 20 to the south, or heel of the fire, and from a private driveway on the west flank of the fire. Directional burn indicators noted during initial observations were used to identify a general origin area of the fire. The location of the general origin area was bound by Signal Hill Road well to the north, SR 20 on the east, the heel of the fire to the south, and a private driveway paralleling SR 20 on the west.

During that viewing, the fire's macro directional burn indicators, and to a lesser extent the micro directional burn indicators that INV F Saltsman observed, consisting of angle of char, degree of damage, depth of char, foliage freeze, cupping, spalling, staining, white ash and protection, indicated the fire's progression had burned northwest towards the private driveway and in general, the Signal Hill Road, at an increasing rate of consumption and intensity from a point south of Mile Post 198 on SR 20. The macro fuels and barriers observed included native brush and shrubs, 20 to 30 foot tall ponderosa pine, dead and down timber, and large rocks.

INVF Saltsman proceeded into the burned area from the northwest (advancing) part of the fire, beginning from the private driveway working toward the southeast, while incorporating a northeast and southwest grid pattern of movement. INVF Saltsman observed distinct transition zone areas relating to the difference in the fire's overall burn patterns compared to burn patterns previously observed to that point. These transition zones were less intensely burned, had consumed less of the fuels and were closer to the ground level. The fire's advancing and lateral vectors at those transition zones were identified using directional burn indicators including sooting, staining, spalling, protection, grass stems, curling, cupping, degree of damage, depth of char, angle of char, white ash, and some freezing. Also identified was a V-pattern showing the initial run that the fire made with an increasing intensity. The fire's directional burn indicators (vectors) from that described location showed that the fire burned laterally to the north and west and backed to the southeast along SR 20.

This described area was located west of SR 20 along a bench-type flat near the southeast flank of the fire, further reducing the general origin area.

INVF Saltsman then established photo reference points on either side of the general origin area. The reference points, further described as consisting of three (3) streamers of blue and white candy stripped ribbon, were tied to brush on the north side of the general origin area, and one (1) streamer of blue and white candy stripped ribbon was tied to brush on the south side of the general origin area. Beginning on the north side of general origin area, INVF Saltsman walked the area's perimeter in a counterclockwise direction and then clockwise direction, examining directional burn pattern indicators and taking photographs. The fire's micro directional burn indicators and, to a lesser extent, the macro directional burn indicators that INVF Saltsman observed within the general origin area included sooting, staining, protection, grass stems, curling, cupping, degree of damage, depth of char, angle of char, white ash, and die out. The micro fuels and non-combustible objects observed consisted of remnant native brush (sage), shrubs, grass stems, mounds of dirt, rocks, metal, steel fencing, cans, and glass. The sooting was deposited more heavily on the sides of rocks and other objects facing the approaching fire, however, the sooting was not as heavily displayed within the fire's backing areas as compared to the advancing areas. The cupping indicators revealed concave and/or cup-shaped char patterns on grass stems, small stumps and the terminal ends of brush and tree limbs, with the low side of the cupping facing towards the fire's origin. Limbs and twigs on the origin side of brush and/or trees exposed to higher intensity, be it in the advancing or lateral areas, were shorter, blunt or rounded off. Partially charred branch tips were found on the ground on the origin side of brush and small stems of brush had fallen after being burned off. The small stumps of sage exhibited tapered points, with the sharp ends on the non-exposed side of the fire passage. Die out patterns occurred in backing areas of the fire and often had perimeters that were composed of numerous die outs, especially along SR 20 where the edge often appeared ragged and patchy and had small islands and fingers of unburned or partially burned fuels. (Refer to Photo Log displaying the observed fire directional burn indicators, See Attachment Page 56.)

As the investigation of the general origin area continued, INVF Saltsman worked the previously described micro directional burn indicators, and to a lesser extent the macro directional burn indicators, back toward locating the fire's ignition area(s). A specific origin area was identified that was approximately three feet by three feet in size. At the specific origin area, the fire's directional burn indicators consisting of grass stems and stalks of weeds were only partially consumed. The stems were lying in an inward circular pattern, indicative of a low intensity fire burn indicator. Surrounding the described area, the majority of all other grass stems and weeds had been consumed by the fire. This location was just inside the fire perimeter along the fire's southeast flank adjacent to SR 20.

At 7:50 PM INVF Saltsman was informed by firefighting personnel passing through the area that an OCSO Deputy, subsequently identified as Deputy Justin Weigel, was preparing to impound a damaged pull-type utility trailer left roadside, south of the heel of the fire on SR 20, that was reported as being associated to the cause of the wildfire. INVF Saltsman then contacted Deputy Weigel who confirmed that the OCSO was preparing to have the trailer, registered to Mr. David Ford at 18003A Highway 20, Winthrop, WA, impounded for evidence relative to the cause of the wildland fire. As lead investigator for the Rising Eagle Road Fire for DNR, and in concurrence with OCSO, INVF Saltsman took custody of the trailer to secure as evidence relative to the suspect cause of the wildfire pending further investigation. (Refer to Uniform WA State Tow/Impound and Inventory Report by Deputy Weigel dated 8/1/14 at 2040 hours, See Attachment Page 29).

While discussing the scene with Deputy Weigel, INVF Saltsman visually examined, photographed, and collected measurements of the trailer and its skid/drag marks, and he obtained the trailer license and ownership information from Deputy Weigel. During the discussion Deputy Weigel stated that Mr. Ford's wife, Nancy Leland, was identified as the driver of a dark Ford pickup, also registered to Mr. Ford and used to tow the trailer earlier that same day. (Refer to OCSO Investigator Report by Deputy Weigel dated 8/13/14, See Attachment Page 30).

Deputy Weigel stated that the identification of the driver was made by OCSO CC Deputy Rodriguez while notifying residents of the reported wildfire that was spreading in the local urban-interface area of Signal Hill Road to assist them in their evacuation. During that time, CC Deputy Rodriguez had contacted Ms. Nancy Leland as one of several persons associated with the use and control of the trailer when he observed them near where the trailer was left parked roadside with its wheel assembly in a state of disrepair. Deputy Weigel further advised INVF Saltsman that CC Deputy Rodriguez would be documenting the contact that he had with the persons in a forthcoming OCSO narrative report. (Refer to OCSO Investigator Supplemental Report by CC Deputy Rodriguez dated 8/13/14, See Attachment Page 34.)

At 8:30 PM INVF Saltsman observed and photographed abrasion marks on SR 20 leading to the utility trailer that were caused by the metal-to-pavement wheel grinding action. The distance from the trailer's location to the origin area of the fire was approximately 935 feet, with abrasion marks present along the way. The abrasion marks were also followed from the fire origin area approximately 740 feet back to the intersection of the Signal Hill Road and SR 20 and beyond. Subsequent information provided by Ms. Nancy Leland indicated that she first became aware of a need to pull over sometime after passing a church when her sister-in-law, Ms. Pamela Leland who was following her, got her attention. Upon pulling the truck and trailer off the road she discovered a flat tire. INVF Saltsman estimated the distance from the church to the origin was approximately one mile.

At 8:50 PM firefighters patrolling the road network were utilized to provide security for the fire scene, and INVF Saltsman and INVF Russell departed the area to escort Classic Towing in the transport of the trailer to the DNR's Omak, WA Work Center to securely store the trailer there as evidence. (Refer to Classic Towing Voucher dated 8/1/14 at 8:30 PM, See Attachment Page 37).

On August 2, 2014 at 9:45 AM, INVFs Saltsman, Russell and Gregory resumed the investigation by continuing to review the fire's directional burn pattern indicators and observed no disturbance of the general origin area close to or in the surrounding area of the suspected specific origin differently from the previous evening. During that review, an additional area was observed approximately three feet to the southeast of the circular pattern (suspected ignition area), but in the ditch line of SR 20. That additional area displayed a like pattern showing that of a low intensity fire spread with its own advancing and backing indicators, independent from the backing indicators of the first suspected

ignition area. The micro-scale grass stem, staining on rocks and other objects, degree of damage, white ash and protection burn indicators observed at that time for the secondary like pattern indicated a secondary potential ignition area within the same specific origin area.

INVF Saltsman photographed the specific origin area to include the potential ignition areas. An initial visual inspection of the specific origin (including the two suspected ignition areas) was performed by INVF Saltsman, incorporating the use of binoculars, without observing an obvious ignition source. He then gridded the specific origin, particular to the two suspected ignition areas, in two different directions using an electronic metal detector to search for non-ferrous metals with negative results for the presence of an object. Immediately following that search, INVF Saltsman performed a secondary, two direction grid search of the same two ignition areas using a magnet for detecting ferrous metals.

While performing that search and checking the magnet frequently, a single, small non-rusted (shiny) metal fragment appearing to display a slight blue tint (potential ignition source) was discovered and extracted from each of the two ignition areas. These two ignition areas (aka points of origin, were subsequently designated as primary origin (O1) and secondary origin (O2), respectively) within the specific origin area by INVF Saltsman as witnessed by INVF's Russell and Gregory. The small metal fragment secured as evidence (E1) was recovered from O1, and the small metal fragment secured as evidence (E2) was recovered from O2. INVF Saltsman photographed the two ignition areas incident to the discovery of E1 and E2, and then photographed the two ignition areas with small nails indicating the locations from where the small metal fragments were recovered. Photographs were then taken by INVF Saltsman of the specific origin area associated with transition zones and directional fire burn indicators and their vectors.

Pin flagging was then placed by INVF Saltsman to identify the origins and the previously identified advancing, backing and lateral directional fire burn indicators. Photographs were taken by INVF Saltsman from behind the origins looking in the direction of each transition zone, and the overall pin flagging to record the outcome of directional fire burn indicators of fire behavior and fire spread relative to the weather, topography and fuel conditions at the time and date the fire started. Lastly, photographs were also taken by INVF Saltsman of the fire's directional burn indicators noted the day before, prior to the notification and disposition of the damaged utility trailer.

A reference point was established nearby, and measurements and compass bearings were recorded for each small nail indicating locations from which the small metal fragments were recovered. The primary origin location was recorded with Global Position System (GPS) quadrants. The evidence (small metal fragments and damaged trailer) were documented and secured. Rough sketches were prepared at the fire scene, and the scene was cleared at 12:30 PM.

On August 2, 2014, subsequent to departing the scene, the investigators (Saltsman, Russell, and Gregory) attempted to contact the owner of the utility trailer and operator of the vehicle (dark colored, full sized truck) that was used to tow the trailer, arriving at the Ford/Leland residence located at 18003A Highway 20, Winthrop, WA at 4:30 PM. The purpose of the contact was to confirm ownership information about the trailer and its use, and to secure a statement regarding the same. However, the investigators were unsuccessful in making contact. A dark-colored Ford F250 4X4  $\frac{3}{4}$  ton pickup, bearing WA license B72208U (registered to Mr. Ford), was observed parked at the residence.

INVF's Saltsman and Russell returned to the Omak Work Center at 7:30 PM to process the utility trailer as evidence. Photographs were taken of the tire and wheel associated with the trailer. The trailer was identified as evidence (E3), and the tire and wheel assembly were covered for protection from the elements.



On August 4, 2014 at 3:00 PM, INV F Saltsman was telephonically contacted by CC Deputy Rodriguez. During that contact CC Deputy Rodriguez confirmed that Ms. Nancy Leland was the driver who was towing the utility trailer suspected to have caused the fire on August 1, 2014, and he provided two telephone numbers, (509) 996-4115 and (651) 497-4132, at which to reach her. CC Deputy Rodriguez also provided a rough description of the vehicle towing the trailer and spoke of Ms. Nancy Leland offering her wrists as an act of accepting responsibility for the fire start. Also during his contact with the Ms. Nancy Leland and with regard for their personal safety, CC Deputy Rodriguez advised the party to leave the area.

On August 14, 2014 at 2:27 PM, INV F Saltsman had a short telephone conversation with Mr. Ford at (509) 996-4115 regarding the use of the truck and utility trailer. Mr. Ford indicated he used the truck for transportation to and from white water trips and used the trailer for hauling rafts.

On August 19, 2014 from 4:38 PM to 5:00 PM, INV F Saltsman interviewed Ms. Nancy Leland telephonically at (651) 497-4132 concerning the events of August 1, 2014, regarding the utility trailer equipment failure. During that interview Ms. Leland stated that they dropped a raft off at the Red Barn in Winthrop and headed down the highway to leave the truck and trailer down river where they would end the float trip. Her sister-in-law (Pam Leland) followed in her car and to return all of them to the raft for the float trip. After driving past the road to the high school (Twin Lakes Road), and after a couple of miles, she saw her sister-in-law waving. They pulled over and unhitched the trailer from the truck. They turned around and saw a plume of smoke. While looking back at the plume of smoke, she saw a pickup stop and people running. She thought that sparks from the flat may have started the fire. Ms. Nancy Leland stated that her sister-in-law saw sparks, but did not see a fire, and she also stated that she placed a 911 call to report the fire. In concluding the interview, INV F Saltsman requested a meeting to get said information on a formal statement with a signature.

On August 20, 2014 at 9:00 AM, Choice Automotive & RV mechanic, Mr. Michael Roberts, and an assistant employee, Dakota Jones, were on-site at the DNR Omak Work Center to perform a mechanical inspection and evaluation of the overall trailer condition. The inspection revealed that the trailer was in a severe state of disrepair and not legal for use in its current condition and there was a lack of lubrication and severe water contamination in the both wheel bearings. The inspection also noted a missing right tail/turn light, and the left tail/turn light was secured with duct tape and it was aimed toward the ground. Choice Automotive & RV recommends that all trailers types have the wheel bearing assemblies inspected and repacked annually. Further information from this business indicated that the lubrication maintenance application with grease zerks located in the dust cover (used on this trailer) will not supply grease to the inner bearing and is seldom effective to supply grease to the outer bearing located nearest the grease zerks. Another type of lubrication maintenance application with grease zerks located at the end of the axle shaft are much more reliable to provide grease to both inner and outer bearings, hence the need for inspection and repacking of the wheel bearings annually. (Refer to Choice Automotive & RV voucher/trailer inspection by Mr. Michael Roberts dated 8/22/2014, See Attachment Page 38).

INV F Saltsman researched an owner's manual from the same manufacturer (LONG CHIH IND) for a similar model of trailer, an LCI-851T/TA, because a manual for an LCI-850T could not be located. The review of the manual provided information about towing, loading, inspections intervals and maintenance. The maintenance section indicates that to prevent bearing damage, disassemble and repack wheel bearings with a good grade of wheel bearing grease every 1000 miles or annually. (Refer to Safe Use and Operation Rules, pages 17-19 of Owner's Instruction DIY Trailer Kit, See Attachment Page 39). (See Also LONG CHIH IND Trailer Specification, See Attachment Page 42).

On August 20, 2014 at 6:00 PM, INVF Saltsman received a telephone call from Ms. Pamela Leland. During that conversation, she provided an accounting of the events of August 1, 2014 regarding the utility trailer equipment failure. She stated that they dropped off the raft at the Red Barn in Winthrop, and she followed their diesel (Ford pickup) truck in the Subaru Forester. Ms. Nancy Leland was driving the truck pulling the trailer, and they were about four car lengths apart when the tire blew out on the trailer. Ms. Pamela Leland began honking the horn and was waiving her hand out of the window of the car. She stated that she was trying to get Ms. Nancy Leland to stop by attempting to come up alongside to get Ms. Nancy Leland's attention, but there was a lot of oncoming traffic, and it took a while to get her stopped by waiving her hands. Once stopped, they unhitched the trailer from the truck and left it in the ditch. Ms. Pamela Leland indicated that she saw a spark or two from the right hand side of the trailer once the rubber was gone, but the tire remained attached to the wheel when the metal was on the pavement. (Refer to Ms. Pamela Leland Statement, See Attachment Page 43).

On September 5, 2014 at 10:57 AM, INVF Saltsman was telephonically contacted by Mr. Ford and received contact information for two individuals that had told Mr. Ford they had heard of how the Rising Eagle Road Fire started. Mr. Ford indicated that one of the individuals, Brad Campbell, saw on the "Methow Valley Bulletin Board" the day after the fire that the fire was reportedly caused by a catalytic converter on a pickup. Mr. Ford said that information was posted by a Hank Rogers who would not return the telephone call placed by Mr. Ford. The second individual providing a message about the Methow Valley Bulletin Board information was Dick Ewing. Mr. Ford also stated that it was also passed onto him, but did not identify a source that two men were attempting to put out the fire with shirts. In concluding the conversation with Mr. Ford, a meeting was scheduled for later that day (September 5, 2014 at 2:00 PM) to collect this information on a written statement and secure a prepared written statement from Ms. Nancy Leland regarding the events of August 1, 2014.

During the afternoon of September 5, 2014, INVF Saltsman met with Mr. Ford and Ms. Nancy Leland at their residence located near Mazama, WA. Ms. Nancy Leland provided INVF Saltsman a typed and signed statement regarding events of August 1, 2014. A review of Ms. Nancy Leland's statement described the area where she was towing the trailer when the wheel assembly failed. She first noticed her sister-in-law attempting to alert her to the sparking wheel assembly after they had passed by a church and traveled some distance before she could get pulled over, off of the road. (NOTE: The distance between the church she referenced and the origin area of the fire was calculated by INVF Saltsman to be approximately 5,000 feet, nearly one mile.) (Refer to Ms. Nancy Leland Statement dated 9/05/2014, See Attachment Page 45).

During the meet Mr. Ford stated that he has been the only owner of the utility trailer since new and that it had been used to transport river rafts in the summer and a snowmobile during the winter. He said the raft was large enough for 6-8 people, and the trailer was not backed into the water to unload the raft into the river. He also said that the wheel bearings had been greased once. At 3:00 PM, INVF Saltsman received a written statement from Mr. Ford regarding information about how the Rising Eagle Road Fire potentially started. Information viewed on the "Methow Valley Bulletin Board" was passed on via Dick Ewing, and also directly to Mr. Ford by Brad Campbell. Mr. Ford also indicated that it was also passed onto him, the source being either Brad Campbell or Dick Ewing that two men were attempting to put out the fire with shirts. (Refer to Mr. Ford Statement dated 9/05/2014, See Attachment Page 46).

Prior to departing the meeting, Mr. Ford presented and reviewed a map of the area with INVF Saltsman and his wife, Ms. Nancy Leland while it was placed on the hood of INVF Saltsman's vehicle. The map of unknown source, appeared to be a derivative of the Okanogan County Map Sifter

data, and therefore did not have a fire perimeter associated with it. This map did not cover the entire Rising Eagle Road Fire area, but did cover the south end of the fire and an additional area south of the fire. Mr. Ford indicated the fire started on an unnamed private driveway approximately one quarter mile south of the fire perimeter. He also indicated the fire started on a location of either a turnaround area just off SR 20 or on the driveway to the south of that turnaround. INV F Saltsman showed Mr. Ford a road system similar in appearance, but within the fire's burned area. INV F Saltsman shared this information with Mr. Ford and Ms. Nancy Leland because it is not reasonable to have a fire ignition outside of the fire's perimeter.

Discounting the prior identified incorrect road system, INV F Saltsman left the residence of Mr. Ford and Ms. Nancy Leland and drove to the two locations described on the Signal Hill Road system that were similar in nature to the road that Mr. Ford identified earlier on the map. The first location was a deep soil cut to non-organic in situ soils. This area was used for parking or a turn-around and does not have any top soil and therefore supports minimal plant life. The second location was a very narrow, single lane driveway with steep cut and fill slopes. This driveway did not lend itself to an area to turn a vehicle (pickup) around. In either case it is not possible to start a fire with a catalytic converter on a pickup that is over bare ground. The pickup would have to be completely off the traveled areas in either situation for any vegetation to ignite, and it would need assistance to return to a drivable travel path or road. There was not any evidence of soil or road bed disturbance indicating that a vehicle left or returned to the parking area or road surface.

INV F Saltsman returned to Winthrop and followed up on the Rising Eagle Road fire information posted to the Methow Valley Bulletin Board. After some research, he discovered that the Methow Valley Bulletin Board information was copied from a Facebook comment.

On October 23, 2014, INV F Saltsman documented the utility trailer tire as evidence (E3a) and utility trailer wheel as evidence (E3b) in preparation for the utility trailer to be returned to the owner, less the tire/wheel assembly.

On October 24, 2014, INV F Saltsman telephonically contacted Mr. Grant Lingg (206-689-8500), an attorney identified as representing Mr. Ford, to schedule a date and time when Mr. Ford would be available to receive his trailer that continued to be securely stored with DNR. During that contact Mr. Lingg indicated to INV F Saltsman that Mr. Ford was in Alaska and that there was no urgency for Mr. Ford to receive the trailer at that time. Based on that information, pending either Mr. Ford's return or that a representative sent by Mr. Ford to release the trailer would contact INV F Saltsman or DNR, the trailer continued to be securely maintained at the DNR storage facility. However, since that time, neither Mr. Ford nor a representative of Mr. Ford has contacted INV F Saltsman nor DNR regarding the return of the trailer.

On January 30, 2015, approximately 90-days had lapsed since hearing from either Mr. Ford or a representative for him, including Mr. Lingg, regarding the return of the trailer. INV F Saltsman telephonically contacted Mr. Ford (509-996-4115) to confirm when Mr. Ford would be able to pick up the trailer from DNR. During that contact, Mr. Ford stated that before scheduling a pickup time to receive the trailer, he would first confer with Mr. Lingg, and the call was terminated.

On February 6&9, 2015, INV F Saltsman conducted several follow-up interviews telephonically and in-person with Mr. and Ms. Rogers, Mr. Don Nelson (Publisher/Editor for the Methow Valley News), Methownet.com, and Ms. Marcia Butchart regarding Mr. Ford's statement that he had provided on September 5, 2014.

During Ms. Rogers's interview, she further stated that on August 1, 2014, she went to observe the Rising Eagle Road Fire approximately 20 minutes after hearing of it on a scanner. She observed the fire from near Bear Creek Lumber on the east side of the Methow Valley and indicated it was probably about one quarter to one third its final size at that time. Ms. Rogers, along with Mr. Rogers who was also present during the interview, informed INVf Saltsman that Mr. Rogers was not in the area at the time the fire was reported and that they did not know how the information told to Mr. Ford by Mr. Campbell and Mr. Ewing could have been from Mr. Rogers posting the information on the Methow Valley Bulletin Board as neither Mr. or Ms. Rogers communicated the information using social media, nor do they use social media at all.

During Mr. Nelson's interview, he stated that as Publisher/Editor of the Methow Valley News, on August 1, 2014 prior to 3:30 PM, he had submitted an informational article regarding the Rising Eagle Road Fire. The article was posted to Facebook by Darla Hussey, an employee of the Methow Valley News, and following that posting, a number of comments followed including one at 4:23 PM by Keelyn Friesen Roman, asking if anyone had knowledge of how this fire started.

During Ms. Butchart's interview, she stated that on the evening of August 1, 2014, she had a conversation with Mr. Rogers at Hank's Market, a grocery store in Twisp, WA. Following that conversation she posted a response to Keelyn Friesen Roman's Facebook question at 7:19 PM, stating that Hank Rogers (Mr. Rogers) had told her that the fire was started when a man pulled his truck into tall grass to take a picture and that his catalytic converter was hot and caught the grass on fire. In the same posting, Ms. Butchart, stated that she did not know where Mr. Rogers got his information; neither Mr. nor Ms. Rogers recalled what Ms. Butchart described and posted on Facebook. (Refer to Methow Valley News article dated August 1, 2014 as posted on Facebook for details, See Attachment Page 48).

Any additional information developed from this investigation that has not yet been reported, to include the examination results of any evidence submitted to the Washington State Patrol Crime Laboratory, will be documented in a Supplemental Report under this investigation.

### **Elimination of CAUSES:**

- **Lightning: Excluded.** There were not any reported lightning strikes in the area from July 31 through August 1 of 2014. The fine fuels present at the specific origin area will not support a hold-over fire.
- **Campfires: Excluded.** There were not any campfire rings discovered nor did INVf Saltsman find any indication of human activity related to a warming fire such as paper or food products or residual trash near the origin area.
- **Smoking: Excluded.** INVf Saltsman did not find any evidence of any cigarette butts, matches or other materials normally associated with smoking in the specific origin area.
- **Debris Burning: Excluded.** There were not any signs of debris burning, such as piles of leaves, limbs, litter or other debris in the origin area.
- **Incendiary: Excluded.** INVf Saltsman did not recover any devices, chemicals, etc. from the two specific origins nor did he observe any fuel fuse lines, trailers, or matches that are consistent with incendiary starts.

- **Equipment: Included.** INV F Saltsman did discover suspected evidence of an equipment failure, an ignition mechanism of mechanical breakdown or other malfunction due to a seized axle bearing, eventually emitting metal fragments from a metal-to-pavement grinding action.
- **Railroad: Excluded.** There is not a railroad existing in the area.
- **Children: Excluded.** INV F Saltsman did not find evidence of any recent activity that would suggest children had frequented the area. There were not any forts, toys, matches, candy wrappers or soda cans/bottles normally associated with children playing found to be present.
- **Miscellaneous: Excluded.** INV F Saltsman did not find signs of shooting, fireworks or other possible causes not mentioned in this report.

## **FINDINGS**

On August 1, 2014, a wildland fire occurred in Okanogan County, WA on private property located along State Route 20 (SR 20) under the Department of Natural Resources (DNR) protection. After review of documented fire environment observations, evaluation of directional burn indicators leading to the origin(s) and a cause, evidence recovered at and/or near the origin, personal property information, professional (mechanic) and eye-witness statements, INV F Saltsman ascertained the most probable cause of Rising Eagle Road Fire was due to an equipment failure. The equipment failure provided an ignition mechanism from a mechanical breakdown or other malfunction due to a seized axle bearing, eventually emitting metal fragments from a metal-to-pavement grinding action.

The wildfire occurred from an ignition source that came into contact with a host (receptive) fuel and had sufficient heat to raise the fuel to an ignition temperature. The ignition source of this fire was very hot metal fragment(s), and the receptive fuel bed was fine dry grass. The roadside location where the described fragment(s) first contacted, ignited, and sustained combustion of the dry grass is the ignition area (point of origin). The physical remains of the very hot metal were recovered at these precise points.

Following ignition, the fire spread outward from the point of origin. The initial spread of the fire was generally circular until it became under the influence of the fire behavior triangle (weather, topography and fuels). The fire burned at a slow rate of spread and exhibited low intensity characteristics during this first phase.

The area surrounding the point of origin is the specific origin area. This area is characterized by the presence of some unburned or residual fuel because of the low intensity fire.

As the fire became under the influence of the varying fire behavior factors, it began to burn with uneven intensities and rates of spread. This area is referred to as the general origin area. The fire then exhibited different directions of spread and rates of progression. The areas of progression were identified by a majority of directional burn indicators that displayed distinct advancing, lateral and backing vector characteristics. Final interpretation was based on the totality of all directional burn indicators.

The mechanical breakdown was due to a seized axle and bearing. The hot metal fragments originated because a light duty trailer's wheel assembly (axle and bearing) failed and/or seized. This friction and heat related mechanical seizure did not allow the wheel assembly to rotate properly. As the trailer was towed, the wheel assembly was drug, eventually causing the wheel's tire to rupture. Once enough rubber from the tire was worn away, abrasion and wear continued into the metal wheel itself, thus producing a metal-to-pavement grinding action. This caused hot metal fragments to be emitted into the roadside grass and weeds. Metal fragments were recovered as evidence

An inspection by a professional mechanic of the trailer's operational integrity was subsequently performed which revealed it to be in a state of disrepair, including a severe lack of mechanical maintenance and lubrication of the wheel bearing assemblies, and the tail/turn lighting was not legal in its condition, thus making the overall condition of the trailer not roadworthy to safely utilize.

In conclusion of the wildland investigation, it is suspected that this cause-and-effect scenario led to a fire occurring in an extremely favorable fire environment during the peak daily temperature, seasonal and cumulative seasons of burn conditions. Eye-witness accounts of Ms. Pamela Leland, Ms. Nancy Leland, OCSO CC Deputy David Rodriguez, and OCSO Deputy Justin Weigel and a professional mechanic inspection from Mr. Michael Roberts of Choice Automotive & RV support the sequence of events. Fire behavior analysis and evidence recovered at the scene also support the fire scenario as it developed. Numerous law enforcement and fire suppression agencies responded from the ground and air in an attempt to slow the spread of fire and minimize property loss. The fire burned five acres of DNR land and 574 acres of private ownership, totaling 579 acres. The fire burned onto approximately 79 property parcels and approximately 55 property ownerships, and it reportedly destroyed ten outbuildings and six residences. (Refer to Tax Parcel/Ownership Information attached, See Attachment Page 51).

The lack of appropriate general maintenance, specifically proper lubrication, and the functionality of normal tow operations of the utility trailer ultimately led to an equipment failure, causing metal to be ground on pavement. Hot metal fragments eventually separated from the failed wheel assembly of the utility trailer and served as an ignition source. The fragments landed in a receptive fuel bed of fine dead grass causing a wildfire to be ignited near mile marker 198 on SR 20 during the early afternoon of August 1, 2014. It is suspected that had the trailer's owner ensured that the trailer was adequately maintained for safely towing on a public road, the wildland fire could have been prevented.

### **PROPERTY AND EVIDENCE**

- E1 metal fragment (flake particle)
- E2 metal fragment (flake particle)
- E3 utility trailer
- E3a damaged right tire from utility trailer
- E3b damaged right wheel from utility trailer

I certify that the information contained in the foregoing investigation report is true and accurate to the best of my knowledge.

<b>Person Completing Report:</b>	Greg Saltsman		03/03/2015
	Print Name	Sign Name	Date

**Action Needed:** \_\_\_\_\_

**Action Taken:** \_\_\_\_\_

**Select all that apply:**

☐ Open    ☐ Closed    ☐ Follow up by DNR Resource Protection Division    ☐ Region/Division (Administrative)    ☐ Other

**Supervisor/Reviewer:**

_____	_____	_____
Print Name	Sign Name	Date

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**DEPARTMENT OF NATURAL RESOURCES**  
Northeast Region  
225 S. Silke Rd  
Colville, WA 99114  
(509) 684-7474

**WILDLAND FIRE INVESTIGATION REPORT ATTACHMENTS****WEATHER OBSERVATIONS****Fire Behavior**

Fire behavior was initially influenced by three main elements of weather, topography and fuels. Beyond the initial elements, fire behavior (intensity), including spotting, contributed to further fire spread. The wind had the greatest effect on fire behavior followed by topography and aspect, and then available fuels.

The area the fire occurred had received a late and less than an average snowpack and prior to August 1 was experiencing above average seasonal drying of fuels. Seasonal drying of the 10 hour, 100 hour and 1000 hour time lag fuels at this low elevation were at or above average, as was indicated by a predictive services information release for the month of May. The fuels near the origin area were made up of dry grass and brush, which provided for a rapid rate of fire spread with any wind present. The fire's origin was a road side start and would have been fanned by winds created by any passing vehicles on SR 20.

The location of the fire's origin was near the mouth of a small drainage oriented southeast to northwest and was also exposed to a southeast wind. The wind was "aligned" with the orientation of the small valley intensifying the contribution of a rapid rate of spread. This location also had the effect of fuels being pre-heated from exposure to the morning to mid-day sun, causing the probability for wildfire behavior to become extreme for the afternoon. This fire occurrence was also near the peak of fire season. All elements were present for an explosive fire spread scenario.

**Weather**

Documented winds were mostly diurnal (normal-winds being generally upslope and up valley for the time of day) at the time the fire started, but shortly thereafter the wind became much stronger, greatly intensifying the fire behavior.

Data recorded at (NCSB):

Time on August 1, 2014	<u>2:02 PM</u>	<u>2:44 PM</u>	<u>3:43PM</u>
Wind: Speed	4 mph	10 mph	12 mph
Gusts	8 mph	17 mph	22 mph
Direction	S/SW	S/SE	S/SE
Temperature (Fahrenheit)	96°	100°	98°
Relative Humidity	13%	11%	13%
Solar Radiation	616 watts/sq. meter	710 watts/sq. meter	756 watts/sq. meter

**Topography**

The location of the fire was on gentle to very steep slopes positioned with an east and south aspect, upslope of the Methow River bottom.

Elevation	1786 feet
Slope	1-100% (1-45°)
Aspect	East / South
Terrain	gentle to very steep slope



**Fuels**

The horizontal fuel arrangement was continuous grass and sage brush. The vertical fuel arrangement was grass, sage and hardwood brush with some patches of conifer timber. Single lane dirt roads did not slow the fire spread or serve as a fuel break for adjacent fuels with regard to the wind and fire intensity.

**Fuel Model 2: Grass with Timber/Shrub Overstory**

Type grass, sage brush, hardwood brush, timber  
Conifer Species ponderosa pine, Douglas-fir  
Size 0-3"

**Fine Dead Fuels Calculation** / (1 – hour time lag fuels: < ¼ inch diameter)

Temperature – 96°

Relative Humidity – 13%

Time of day >1200 (1:57 PM Report of Fire)

Time of year – August 1

Aspect – East / South

% Slope > 31%

Exposed (>50% Unshaded)

***Fine Dead Fuel Moisture = 3%***

***Probability of Ignition = 90 %***

10 hour time lag fuels: (¼ – 1 inch diameter) – equal to or less than 15% fuel moisture

100 hour time lag fuels: (1 – 3 inch diameter) – equal to or less than 15% fuel moisture

1000 hour time lag fuels: (3 – 8 inch diameter) – equal to or less than 15% fuel moisture

Note: Timelag is the rate at which a specific size of dead fuel gains or loses moisture, the smaller the fuel size, the shorter the timelag.

**NCSB WA US MNCSW1****Forecast for Twisp, WA** > 48.425 -120.141 > 1696 ft

Weather Station ID: MNCSW1

**Station Name:** NCSB WA US**Latitude / Longitude:** N 48 ° 25 ' 31 ' ', W 120 ° 8 ' 27 ' '**Elevation:** 1695**City:** Twisp**State:** WA

Weather History for Twisp, WA [MNCSW1]


**Summary****August 1, 2014**

	High	Low	Average
<b>Temperature</b>	<b>100 F</b>	<b>56 F</b>	<b>78 F</b>
<b>Dew Point</b>	<b>53 F</b>	<b>36 F</b>	<b>43.3 F</b>
<b>Humidity</b>	<b>70%</b>	<b>11%</b>	<b>35%</b>
<b>Precipitation</b>	<b>0 in</b>	<b>--</b>	<b>--</b>

	High	Low	Average
<b>Wind Speed</b>	<b>12 mph</b>	<b>--</b>	<b>4.2 mph</b>
<b>Wind Gust</b>	<b>22 mph</b>	<b>--</b>	<b>--</b>
<b>Wind Direction</b>	<b>--</b>	<b>--</b>	<b>SSE</b>
<b>Pressure</b>	<b>in</b>	<b>in</b>	<b>--</b>

Time	Temperature	Dew Point	Humidity	Wind	Speed	Gust	Pressure	Precip. Rate.	Precip. Accum.	Solar
11:52 AM	87 F	41 F	20 %	NW	2 mph	5 mph	-- in	0 in	0 in	653 w/m <sup>2</sup>
1:52 PM	96 F	37 F	13 %	SSW	4 mph	8 mph	-- in	0 in	0 in	616 w/m <sup>2</sup>
2:02 PM	96 F	37 F	13 %	SSW	4 mph	8 mph	-- in	0 in	0 in	616 w/m <sup>2</sup>
2:44 PM	100 F	36 F	11 %	SSE	10 mph	17 mph	-- in	0 in	0 in	710 w/m <sup>2</sup>
3:43 PM	98 F	39 F	13 %	SSE	12 mph	22 mph	-- in	0 in	0 in	756 w/m <sup>2</sup>
3:53 PM	98 F	39 F	13 %	SSE	12 mph	22 mph	-- in	0 in	0 in	756 w/m <sup>2</sup>
4:03 PM	98 F	39 F	13 %	SSE	12 mph	22 mph	-- in	0 in	0 in	756 w/m <sup>2</sup>
4:43 PM	98 F	39 F	13 %	South	10 mph	22 mph	-- in	0 in	0 in	615 w/m <sup>2</sup>
4:52 PM	98 F	39 F	13 %	South	10 mph	22 mph	-- in	0 in	0 in	615 w/m <sup>2</sup>
5:02 PM	98 F	39 F	13 %	South	10 mph	22 mph	-- in	0 in	0 in	615 w/m <sup>2</sup>
5:42 PM	95 F	40 F	15 %	SSE	10 mph	16 mph	-- in	0 in	0 in	227 w/m <sup>2</sup>
5:53 PM	95 F	40 F	15 %	SSE	10 mph	16 mph	-- in	0 in	0 in	227 w/m <sup>2</sup>
6:02 PM	95 F	40 F	15 %	SSE	10 mph	16 mph	-- in	0 in	0 in	227 w/m <sup>2</sup>

**National Weather Service Forecast Office**  
**Spokane, WA**

Forecast by "Lily, ST" at 2P

**Fire Weather Watch**

PAGE 01 - FIRE WEATHER MESSAGE  
NATIONAL WEATHER SERVICE SPOKANE WA  
120 PM PDT THU JUL 31 2014

...SCATTERED LIGHTNING AND SOME ERRATIC THUNDERSTORM WINDS OVER  
AND NEAR THE EAST SLOPES OF THE CASCADES MOUNTAINS...

WAZ684 677 682 684 685 010430  
/O.NEW.KOTX.FW.A.0027.141801T1800Z-141802T0600Z/  
EAST WASHINGTON NORTHERN COLUMBIA BASIN (ZONE 673)-  
EAST WASHINGTON CENTRAL CASCADE VALLEYS (ZONE 677)-  
EAST WASHINGTON CENTRAL CASCADE MOUNTAINS (ZONE 682)-  
EAST WASHINGTON OKANOGAN/METHUEN VALLEYS (ZONE 684)-  
EAST WASHINGTON NORTH CASCADES (ZONE 685)-  
120 PM PDT THU JUL 31 2014

...FIRE WEATHER WATCH IN EFFECT FROM LATE THURSDAY THROUGH FRIDAY  
EVENING FOR THUNDERSTORMS WITH DRY LIGHTNING AND GUSTY DOWNFLOW  
WINDS...

THE NATIONAL WEATHER SERVICE IN SPOKANE HAS ISSUED A FIRE WEATHER  
WATCH FOR THUNDERSTORMS...WHICH IS IN EFFECT FROM FRIDAY MORNING  
THROUGH FRIDAY EVENING.

\* AFFECTED AREA: FIRE WEATHER ZONE 673 EAST WASHINGTON NORTHERN  
COLUMBIA BASIN (ZONE 673)...FIRE WEATHER ZONE 677 EAST  
WASHINGTON CENTRAL CASCADE VALLEYS (ZONE 677)...FIRE WEATHER  
ZONE 682 EAST WASHINGTON CENTRAL CASCADE MOUNTAINS (ZONE  
682)...FIRE WEATHER ZONE 684 EAST WASHINGTON OKANOGAN/METHUEN  
VALLEYS (ZONE 684) AND FIRE WEATHER ZONE 685 EAST WASHINGTON  
NORTH CASCADES (ZONE 685).

\* THUNDERSTORMS: EXPECT THUNDERSTORMS TO DEVELOP MIDDAY AND LAST  
INTO THE EVENING HOURS.

\* DOWNFLOW WINDS: ERRATIC DOWNFLOW WITH GUSTS UP TO 30 MPH WILL BE  
POSSIBLE.

\* IMPACTS: NEW FIRE STARTS FROM LIGHTNING AS WELL AS EXISTING  
FIRE GROWTH FROM ERRATIC AND GUSTY DOWNFLOW WINDS.


PREDICTION/RECOMMENDED ACTIONS...

4 FIRE WEATHER WATCH MEANS THAT CRITICAL FIRE WEATHER CONDITIONS  
ARE POSSIBLE. LISTEN FOR LATER FORECASTS AND POSSIBLE RED FLAG  
WARNINGS.

##

##

<http://www.weather.gov/warnings.php?wfo=otx&zone=WAZ684&pi=XXXRFWOIX&...> 7/31/2014





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## Fire Weather Watch

**URGENT - FIRE WEATHER MESSAGE**  
**NATIONAL WEATHER SERVICE SPOKANE WA**  
**806 AM PDT FRI AUG 1 2014**

...SCATTERED LIGHTNING AND SOME ERRATIC THUNDERSTORMS WINDS OVER AND NEAR THE EAST SLOPES OF THE CASCADES TODAY..

WAZ673-677-682-684-685-012315-  
/O.CON.KOTX.FW.A.0007.140801T1800Z-140802T0600Z/  
EAST WASHINGTON NORTHERN COLUMBIA BASIN (ZONE 673)-  
EAST WASHINGTON CENTRAL CASCADE VALLEYS (ZONE 677)-  
EAST WASHINGTON CENTRAL CASCADE MOUNTAINS (ZONE 682)-  
EAST WASHINGTON OKANOGAN/METHOW VALLEYS (ZONE 684)-  
EAST WASHINGTON NORTH CASCADES (ZONE 685)-  
806 AM PDT FRI AUG 1 2014

...FIRE WEATHER WATCH REMAINS IN EFFECT THROUGH THIS EVENING FOR THUNDERSTORMS WITH DRY LIGHTNING AND GUSTY OUTFLOW WINDS..

\* AFFECTED AREA: FIRE WEATHER ZONE 673 EAST WASHINGTON NORTHERN COLUMBIA BASIN (ZONE 673)...FIRE WEATHER ZONE 677 EAST WASHINGTON CENTRAL CASCADE VALLEYS (ZONE 677)...FIRE WEATHER ZONE 682 EAST WASHINGTON CENTRAL CASCADE MOUNTAINS (ZONE 682)...FIRE WEATHER ZONE 684 EAST WASHINGTON OKANOGAN/METHOW VALLEYS (ZONE 684) AND FIRE WEATHER ZONE 685 EAST WASHINGTON NORTH CASCADES (ZONE 685) .

\* THUNDERSTORMS: EXPECT THUNDERSTORMS TO DEVELOP MIDDAY AND LAST INTO THE EVENING HOURS .

\* OUTFLOW WINDS: ERRATIC OUTFLOW WITH GUSTS UP TO 30 MPH WILL BE POSSIBLE .

\* IMPACTS: NEW FIRE STARTS FROM LIGHTNING AS WELL AS EXISTING FIRE GROWTH FROM ERRATIC AND GUSTY THUNDER OUTFLOW WINDS .

PRECAUTIONARY/PREPAREDNESS ACTIONS . .

A FIRE WEATHER WATCH MEANS THAT CRITICAL FIRE WEATHER CONDITIONS ARE POSSIBLE. LISTEN FOR LATER FORECASTS AND POSSIBLE RED FLAG WARNINGS .

##


##

**Webmaster**  
US Dept of Commerce  
National Oceanic and Atmospheric Administration  
National Weather Service  
Spokane Weather Forecast Office  
2601 N. Rambo Rd  
Spokane, Washington 99224  
Tel: (509) 244-0110

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<http://www.wrh.noaa.gov/warnings.php?wfo=otx&zone=WAZ684&pil=XXXRFWOTX&p...> 8/1/2014



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Red Flag Warning

URGENT - FIRE WEATHER MESSAGE  
NATIONAL WEATHER SERVICE SPOKANE WA  
1249 PM PDT FRI AUG 1 2014

...SCATTERED LIGHTNING AND SOME ERRATIC THUNDERSTORMS WINDS OVER THE NORTH CASCADE EAST SLOPES ZONES TODAY..

WAZ684-685-020400-  
/O.UFC.KOTX.FW.A.0007.000000T0000Z-140802T0600Z/  
/O.NEW.KOTX.FW.W.0009.140801T1949Z-140802T0600Z/  
EAST WASHINGTON OKANOGAN/METHOW VALLEYS (ZONE 684)-  
EAST WASHINGTON NORTH CASCADES (ZONE 685)-  
1249 PM PDT FRI AUG 1 2014

...RED FLAG WARNING IN EFFECT UNTIL 11 PM PDT THIS EVENING FOR SCATTERED DRY LIGHTNING..

THE NATIONAL WEATHER SERVICE IN SPOKANE HAS ISSUED A RED FLAG WARNING FOR SCATTERED DRY LIGHTNING...WHICH IS IN EFFECT UNTIL 11 PM PDT THIS EVENING. THE FIRE WEATHER WATCH IS NO LONGER IN EFFECT.

\* AFFECTED AREA: FIRE WEATHER ZONE 684 EAST WASHINGTON OKANOGAN/METHOW VALLEYS (ZONE 684) AND FIRE WEATHER ZONE 685 EAST WASHINGTON NORTH CASCADES (ZONE 685).

\* THUNDERSTORMS: EXPECT THUNDERSTORMS TO DEVELOP THIS AFTERNOON AND LAST INTO THE EVENING HOURS.

\* OUTFLOW WINDS: ERRATIC OUTFLOW WITH GUSTS UP TO 30 MPH WILL BE POSSIBLE.

\* IMPACTS: NEW FIRE STARTS FROM LIGHTNING AS WELL AS EXISTING FIRE GROWTH FROM ERRATIC AND GUSTY THUNDER OUTFLOW WINDS.

PRECAUTIONARY/PREPAREDNESS ACTIONS..

A RED FLAG WARNING MEANS THAT CRITICAL FIRE WEATHER CONDITIONS ARE EITHER OCCURRING NOW...OR WILL SHORTLY. A COMBINATION OF STRONG WINDS...LOW RELATIVE HUMIDITY...AND WARM TEMPERATURES WILL CREATE EXTREME FIRE GROWTH POTENTIAL.

##

\$\$

Webmaster

US Dept of Commerce  
National Oceanic and Atmospheric Administration  
National Weather Service  
Spokane Weather Forecast Office  
2601 N. Rambo Rd.  
Spokane, Washington 99224  
Tel: (509) 244-0110

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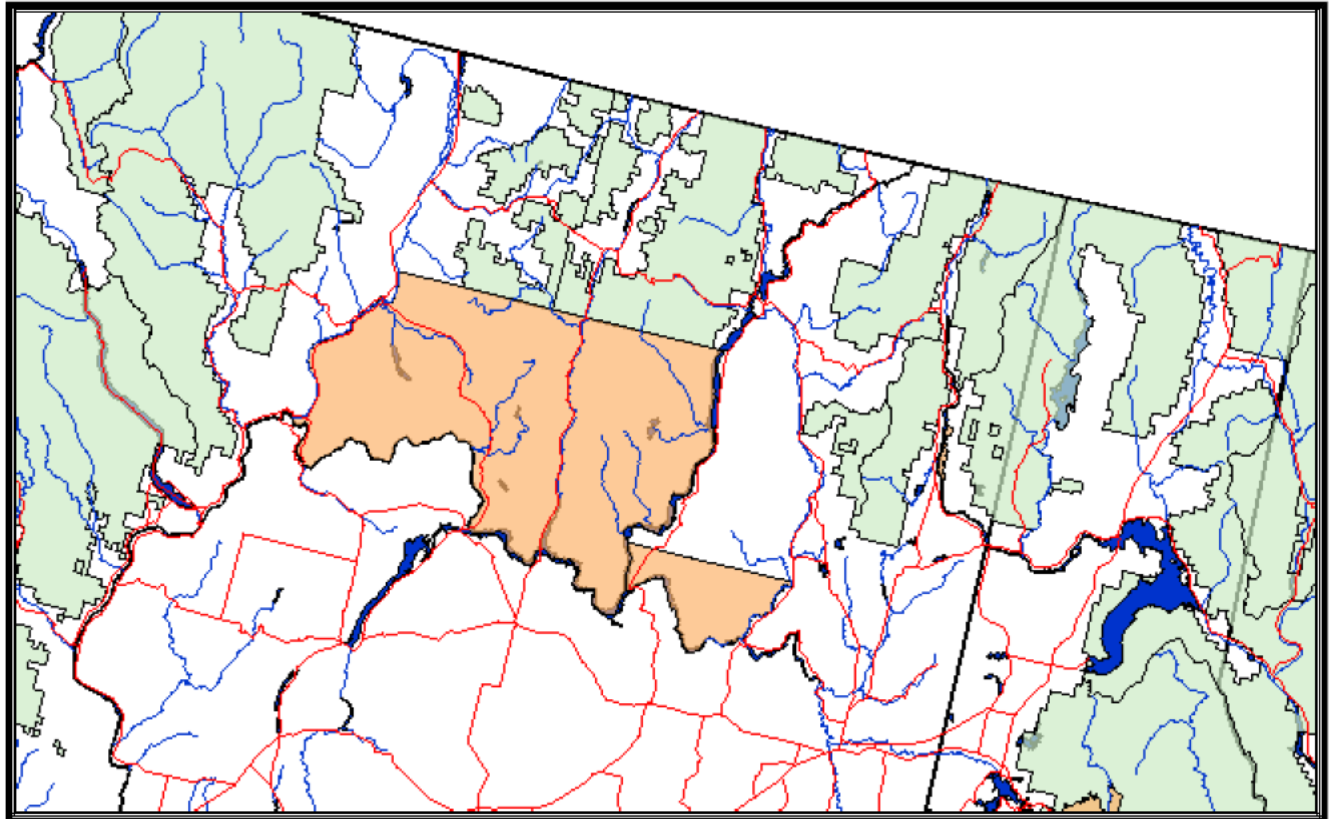
<http://www.wrh.noaa.gov/warnings.php?wfo=otx&zone=WAZ684&pil=XXXRFWOTX&p...> 8/1/2014

[DNR Wildland Fire Investigation Report.doc Form Update December 18, 2014

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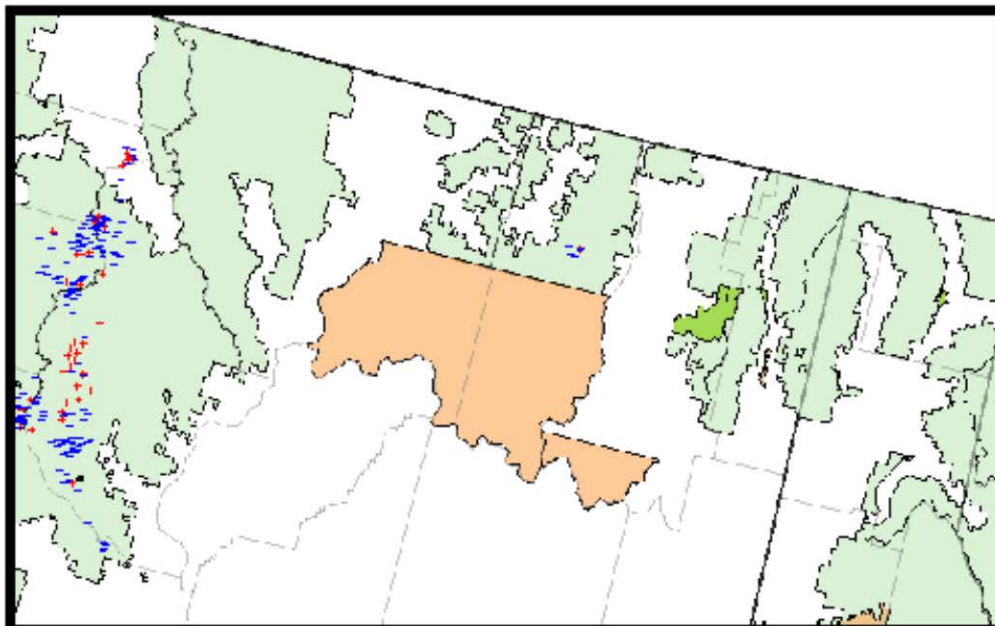


## Lightning - Display Map: WEATHER



Legend	Lightning Summary	
<p> <span style="color: red;">+</span> Positive Lightning  <span style="color: blue;">-</span> Negative Lightning  — States  — Major Roads and Highways  — Rivers and Lakes  Indian Reservations  National Forests </p>	Positive Strikes	0
	Negative Strikes	0
	Total Strikes	0
	Period Covered	07/31/2014 09:00 PDT 08/01/2014 08:09 PDT
	First Strike	
	Last Strike	

## Lightning - Display Map: Colville

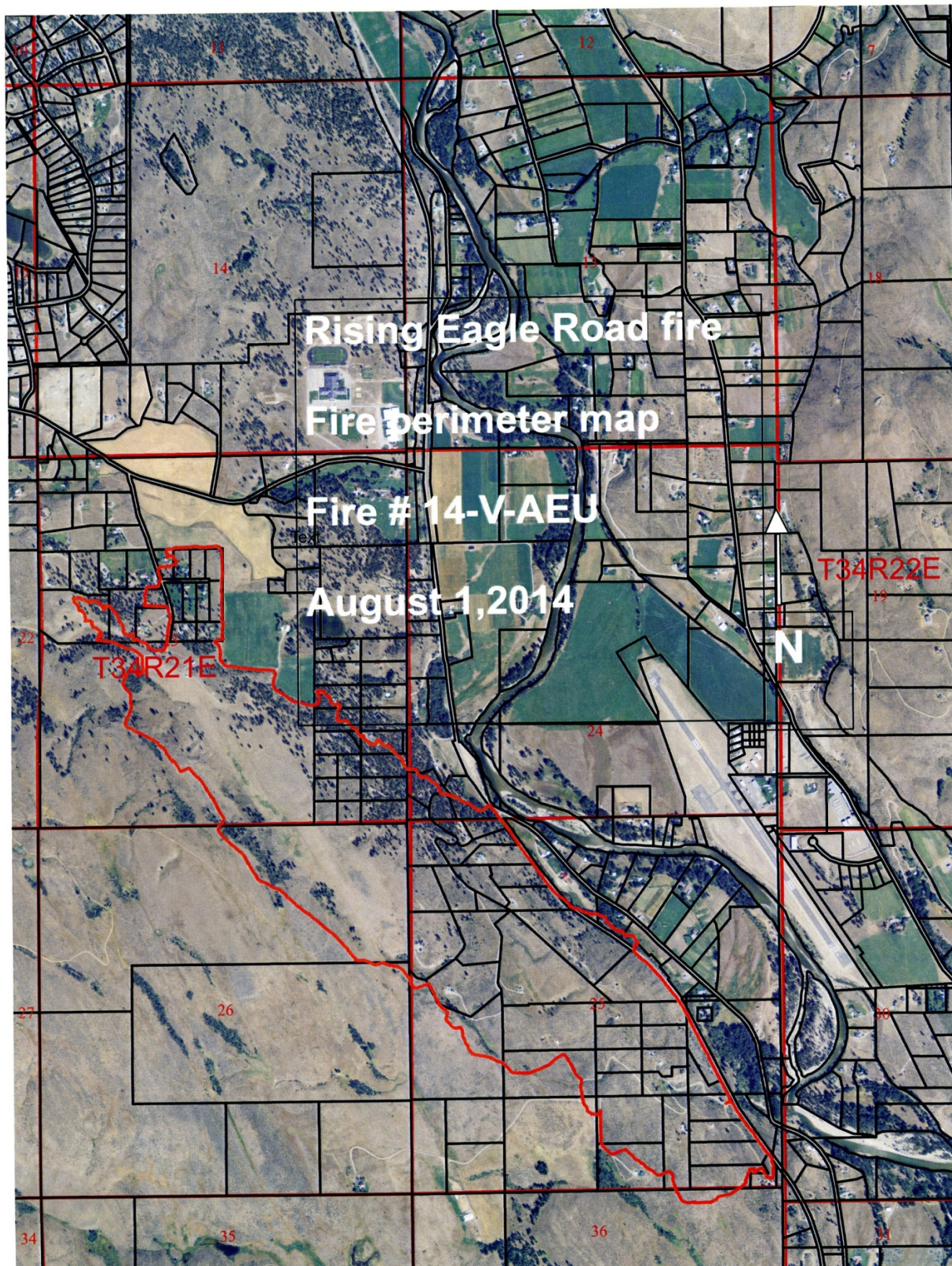


Legend	Lightning Summary	
<div>+</div> Positive Lightning <div>-</div> Negative Lightning <div>—</div> States <div>—</div> Counties <div>■</div> Indian Reservations <div>■</div> National Forests <div>■</div> FWS Boundaries	Positive Strikes	46
	Negative Strikes	256
	Total Strikes	302
	Period Covered	08/01/2014 08:00 PDT 08/02/2014 07:16 PDT
	First Strike	08/01/2014 14:50 PDT Latitude 47:38:37 Longitude 121:02:42
	Last Strike	08/02/2014 05:58 PDT Latitude 48:36:56 Longitude 118:25:02

<https://www.nifc.blm.gov/cgi/Lightning.cgi/Page/MapDisplay/41833>

8/2/2014







## STATEMENTS / TESTIMONY

## OKANOGAN COUNTY SHERIFF'S OFFICE TOW IMPOUND INVENTORY RECORD

CHECK ALL THAT APPLY:		UNIFORM WASHINGTON STATE		CASE / INCIDENT NUMBER	
<input type="checkbox"/> NON-IMPOUND / TOW <input type="checkbox"/> AAA or OTHER ROADSIDE ASSISTANCE <input checked="" type="checkbox"/> EVIDENCE <input type="checkbox"/> SEIZED UNDER RCW 60.50.035 <input type="checkbox"/> IMPOUND ONLY <input type="checkbox"/> DUMP/IMPOUND WITH 12 HOUR HOLD <input type="checkbox"/> DWLS IMPOUND WITH _____ DAY HOLD <input type="checkbox"/> INFORMATIONAL COPY GIVEN TO SUSPENDED DRIVER <input type="checkbox"/> REGISTERED OWNER MAY REDEEM <input type="checkbox"/> CHECK INDICATES DRIVER IS DWLS AND IS NOT THE REGISTERED OWNER. REGISTERED OWNER / LEGAL OWNER DELIVER TO THE OWNER MAY REDEEM AT THE END OF THE IMPOUND HOLD. <input type="checkbox"/> CHECK INDICATES THE DRIVER IS DWLS AND IS THE REGISTERED OWNER. DRIVER WILL NEED A SEPARATE RELEASE FORM FROM THE COURT OR THE AGENCY ORDERING IT IF IMPOUND.		<b>TOW / IMPOUND AND INVENTORY RECORD</b>		<b>V-14-AEU</b>	
VEHICLE INFORMATION					
VIN: <b>LC1AUS08128T352730</b>					
LICENSE: <b>7641WK</b>		STATE: <b>WA</b>		YEAR: <b>2008</b>	
MAKE: <b>CHRYSLER</b>		MODEL: <b>UTILITY</b>		COLOR: <b>RED</b>	
<input type="checkbox"/> Report of Sale <input type="checkbox"/> Digital <b>N/A</b>		<input type="checkbox"/> Digital <b>N/A</b>		<input type="checkbox"/> Digital <b>N/A</b>	
DRIVER		REGISTERED OWNER		LEGAL OWNER	
NAME (LAST, FIRST, MI): <b>VNK @ THIS TIME</b>		NAME (LAST, FIRST, MI): <b>FORD, DAVID L</b>		NAME (LAST, FIRST, MI): <b>SAVE R REG</b>	
STREET ADDRESS: _____		STREET ADDRESS: <b>18003 A HWY 20</b>		STREET ADDRESS: _____	
CITY, STATE, ZIP CODE: _____		CITY, STATE, ZIP CODE: <b>WINTHROP, WA 98862</b>		CITY, STATE, ZIP CODE: _____	
PHONE: _____		PHONE: _____		PHONE: _____	
AUTHORIZATION AND RECEIPT					
ON THIS DATE OF <b>8-1-14</b> AT <b>2040</b> PURSUANT TO RCW 46.55.005 / .113 AND HAVING PERSONALLY INVENTORIED THE					
ITEMS IN THE DESCRIBED VEHICLE, I HEREBY AUTHORIZE <b>CLASSIC TOWING</b> (TOWING FIRM) <b>1983?</b>					
TO REMOVE THIS VEHICLE FROM <b>MP 189.3 HWY 20, TWISP, WA</b>					
I CERTIFY THAT I HAVE RECEIVED THE ABOVE VEHICLE AND ITS CONTENTS LISTED BELOW					
TOW DRIVER'S SIGNATURE: <i>[Signature]</i>		DOL TOW TRUCK NO. <b>5088 6001</b>		DATE <b>8/1/14</b>	
EQUIPMENT		DAMAGE		EVIDENCE (DRIVER'S SIDE)	
<input type="checkbox"/> GLOVE BOX LOCKED <input type="checkbox"/> KEYS [ ] <input type="checkbox"/> AUTO STEREO <input type="checkbox"/> AUDIO TAPES / CD'S [ ] <input type="checkbox"/> CB RADIO <input type="checkbox"/> RADAR DETECTOR <input type="checkbox"/> TRUNK LOCKED <input type="checkbox"/> SPARE TIRE <input type="checkbox"/> JACK <input type="checkbox"/> CHAINS <input type="checkbox"/> OTHER _____		<input type="checkbox"/> FRONT <input type="checkbox"/> R FRONT <input type="checkbox"/> R SIDE <input type="checkbox"/> R REAR <input type="checkbox"/> L FRONT <input type="checkbox"/> L SIDE <input type="checkbox"/> L REAR <input type="checkbox"/> REAR <input type="checkbox"/> TOP <input type="checkbox"/> UNDERCARRIAGE <input checked="" type="checkbox"/> OTHER <b>RIMT WHEEL DAMAGE</b>		<b>SEE NARRATIVE</b>	
INVENTORY/EVIDENCE		NARRATIVE OR DIAGRAM (List reason(s) for impound.)			
<b>SEE NARRATIVE, NO CARGLD</b>		<b>VEHICLE IMPOUNDED AS EVIDENCE FOR DNR INVESTIGATORS.</b>  <b>Greg Saltzman</b>			
I CERTIFY (DECLARE) UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF WASHINGTON THAT THE FOREMENTIONED IS TRUE AND CORRECT. (RCW 9A.72.080)					
OFFICER'S SIGNATURE: <i>[Signature]</i>		OKANOGAN, WA		BADGE NO. <b>071</b>	
DRIVER'S SIGNATURE CERTIFIES RECEIPT OF TOW/IMPOUND REPORT AND INFORMATION FOR DRIVERS TO REDEEM IMPOUNDED VEHICLE.					
DRIVER'S SIGNATURE: <b>X N/A DRIVER NOT PRESENT gw</b>		SUPERVISOR			

## OKANOGAN COUNTY SHERIFF'S OFFICE INVESTIGATOR REPORT

08/13/14  
17:10OKANOGAN COUNTY SHERIFF'S OFFICE  
Investigator ReportPage: 211  
1Incident Number: S14-04979  
Nature: AGENCY ASSIST

Case Numbers:

Addr: 19830 HIGHWAY 20 Area: LSS OKANOGAN SHERIFF - SOU  
City: TWISP St: WA Zip: 98856 Contact: U21

Complainant: OCSO Alert Codes:

Lst: OKANOGAN COUNTY SHERIFF Fst: Mid:  
DOB: \*\*/\*\*/SSN: - - Adr: 123 5TH AVE N; 200  
Rac: Sx: Tel: (509)422-7232 Cty: OKANOGAN St: WA Zip: 98840Reported: VEIM Vehicle Impound  
Observed:  
Offense  
Codes: VEIM Vehicle Impound

## Circumstances:

Responding Officers: WEIGEL J U21  
Rspnsbl Officer: RODRIGUEZ D Agency: OCSO  
Received By: WHITLEY M Last RadLog: 21:02:43 08/01/14 CMLT  
How Received: O Officer Report Clearance: SNR OCSO No Report

When Reported: 20:02:05 08/01/14 Disposition: CLO Disp Date: 08/04/14

Occurrd between: 20:02:05 08/01/14 Judicial Sts:  
and: 20:02:05 08/01/14 Misc Entry: U7

## Modus Operandi:

Factor Description Method

## INVOLVEMENTS:

Date	Description	Relationship
08/12/14	FORD, DAVID LINDEN	R/O OF TRAILER
08/12/14	LELAND, NANCY L	DRIVER
08/12/14	LELAND, PAM	WITNESS
08/12/14	LELAND, ALEXANDRA	WITNESS
08/01/14	OKANOGAN COUNTY SHERIFF,	Complainant
08/12/14	2008 LNGC UTIL WA	TRAILER
08/01/14	20:02:05 08/01/14 IMPOUND	Initiating Call

08/13/14  
17:10

OKANOGAN COUNTY SHERIFF'S OFFICE  
Investigator Report

Page: 211  
2

Narrative Section

-----  
I assisted DNR investigators in seizing a trailer that had been involved in causing a wildfire. The DNR investigators instructed Classic Towing to remove the trailer to the Omak Airport.

I certify or declare that the foregoing statement is true and correct under the penalty of perjury under the laws of the state of Washington.

Deputy Justin Weigel

-----  
Responsible LEO:

-----  
Approved by:

-----  
Date

08/13/14  
17:10OKANOGAN COUNTY SHERIFF'S OFFICE  
Investigator ReportPage: 211  
3-----  
Vehicle Section  
-----

Vehicle Number: 32674  
License Plate: 7641WK  
License Type: TL Trailer  
State: WA  
Expires: 01/12/16  
VIN: LCAUS08128T352730  
Vehicle Type: TLR Trailer

Vehicle Year: 2008  
Make: LNGC  
Model: UTIL  
Color: /  
Doors: 0  
Value: \$0.00

Owner: 44770  
Lst: FORD Fst: DAVID Mid: LINDEN  
DOB: 5(b) SSN: 5(c) Adr: 18003 HIGHWAY 20; A  
Rac: W Sx: M Tel: ( ) - Cty: WINTHROP St: WA Zip: 98862

Agency: Date Recov/Rcvd 08/01/14  
Officer: Area:  
UCR Status: Wrecker Service: PRTS PORTS CLASSIC T  
Local Status: Storage Location:  
Status Date: \*\*/\*\*/\*\*  
Release Date: \*\*/\*\*/\*\*  
Comments:

## INVOLVEMENTS:

Date	Description	Relationship
08/12/14	AGENCY ASSIST S14-04979	TRAILER
08/12/14	FORD, DAVID LINDEN	Owner

V\_VHRCDDATASCRN

Page 1 of 1

PLATE #: 7641NK		EXP-DT: 01-12-2016	ISSUE-DT: 01-2009	VH-61
MYR: 2008	MAKE: LNCCH	P/USE: TLR	SERIES: UTIL	MDL: BT: REMARKS
TC LTD	PTC PLTD	TITLE #	CO OFWK DATE	LOC CD: 0000
TR 2014198	IR 2013323	0901201602	24 1501 2009012	REVERTED ADDRESS
CO OFWK YR-REM G	TL-FEES	LRC	XFERDT	MR DEP TX
24 1601 2014198 3	23.75 24	01122009	12 1	TAB IS Y866000 16
V.I.N. NUMBER	DLNO	REGISTERED OWNER INFORMATION		C
LCA0508128T352730	FORD, DAVID L			
VIN ABCDEFGHIJKLMN	18003A STATE ROUTE 20			
FLGS-00000000000000				
PLT ABCDEFGHIJKL DREJ				
FLGS-00000000000001				
OP# OLDLIC# DESDATE SCALE				
004	1180	WINTHROP	WA	98862 9760
FLT / EQ # VALCODE VALYR	LEGAL OWNER INFORMATION		C	
200 2008				
SEATS ROS/AOS #				
MG GWT-EXP	GWT			
GWT-FEES	GVWR	CURR-ODOM	PREV-ODOM	C
DATE: 08/19/2014		TIME 14:54		
SELECT APPROPRIATE FUNCTION KEY				
CANCEL MAIN	CANCEL VEHICLE	RE-ENTER KEY		PRINT

[http://vsdfielddsystem.dol.wa.gov/V\\_VHMENU.aspx](http://vsdfielddsystem.dol.wa.gov/V_VHMENU.aspx)

8/19/2014

08/13/14  
17:12

OKANOGAN COUNTY SHERIFF'S OFFICE  
Investigator Supplemental Report

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Incident Number: S14-04979 Nature: AGENCY ASSIST Incident Date: 08/01/14

Name: WHITLEY M Date: 21:02:44 08/01/14

CAD Call info/comments

=====

20:07:33 08/01/2014 - WHITLEY M

PORTS ENRT

20:08:18 08/01/2014 - WHITLEY M - From: WEIGEL J

TRAILER HAS FLAT TIRE, NEEDS FLATBED TOW, IS THE VEH THAT STARTED FIRE AT SIGNAL HILL

21:02:32 08/01/2014 - WHITLEY M - From: WEIGEL J

PORTS HAS VEH, MOVING TO DNR SITE

-----  
Incident Number: S14-04979 Nature: AGENCY ASSIST Incident Date: 08/13/14

Name: RODRIGUEZ D Date: 15:16:40 08/12/14



08/13/14  
17:12

OKANOGAN COUNTY SHERIFF'S OFFICE  
Investigator Supplemental Report

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Supplemental Narrative

On August 1st, 2014 at approximately 1345 I was advised by Sheriff Rogers by radio of a new fire start adjacent to SR 20 a few miles west of Twisp. Rogers advised that the fire was spreading rapidly threatening homes in the area. Myself, and Deputy Buzzard responded from Twisp. Fire units were also responding.

We arrived in the vicinity of the fire a few minutes later in the area of mile post 198.2 SR 20. I began notification of residences on the east side of the fire while Deputy Buzzard went to the west side to join Sheriff Rogers.

After contacting residents at 19856 SR 20 I continued on the next residence west towards Signal Hill Road. At that time I noticed a small utility trailer on the eastbound shoulder of SR 20, not attached to any vehicle.

Suspecting that the trailer may have something to do with the fire I stopped and ran the registration (7641WK). At that time I noticed that the right tire on the single axle was flat and mostly off the wheel rim. As I was taking a few photographs of the trailer and wheel a fire fighter driving by stopped and advised me that the vehicle that was pulling the trailer was parked just down the highway around the corner.

I located two vehicles parked on the side of the road near the entrance to Bruce Akker's driveway (19830 SR 20). I contacted three women who were standing outside of their vehicles, a full size dark colored pickup truck and an SUV, and asked if the trailer down the road was theirs. Nancy Leland confirmed that she was pulling the trailer with the pickup truck when apparently the tire ruptured. Leland stated that she initially did not realize that there was a problem until she noticed her sister, Pam Leland, who was following in another vehicle started flashing her lights and honking the horn.

Nancy stated that a group of them were going to float the river and that she and her sister were shuttling a pickup truck and the empty trailer to a location down river where they were planning to end the float trip.

Pam Leland confirmed what Nancy had said and added that she immediately noticed the trailer tire blow then started flashing her lights and honking the horn to get Nancy's attention. Pam's daughter Alexandra was in the vehicle at the time and witnessed the incident.

I advised Nancy that I would be arranging for the trailer to be impounded as evidence and would notify her when it came time to release it. Nancy then commented about how bad she felt about starting the fire. I then instructed them to leave the area due to the escalating fire situation; they complied.

I then continued on in the area evacuating people and animals from their residence. The fire progressed rapidly to the west in the area of Rising Eagle Road, and eventually all the way to Wandling and Nordic Road. The fire progression stopped at Twin Lakes Road.

Once all the residents had been contacted I had Deputy Weigel arrange for the trailer to be impounded by a local tow company and held until it was determined which agency would be handling the fire investigation.

I certify or declare that the foregoing statement is true and correct under the penalty of perjury under the laws of the state of Washington.



08/13/14  
17:12

OKANOGAN COUNTY SHERIFF'S OFFICE  
Investigator Supplemental Report

Page: 211  
3

D.RODRIGUEZ U3  
-----  
-----

Responsible LEO:  
-----

Approved by:  
-----

Date  
-----

INCIDENT NUMBER: 14-V-AEU  
CLASIC TOWING VOUCHER

COUNTY: OKANOGAN

# Classic Towing LLC

Tyler Welborn 509-470-4289  
Jeremy Welborn 509-449-1317

Email: classic towingllc@gmail.com  
http://facebook.com/classictowingllc

Phone: 509-997-2333  
Fax: 509-997-0332

PO Box 845  
Twisp, WA 98856



20396 Hwy 20  
Twisp, WA 98856  
509-997-2333

DATE 08/01/14	TIME AM/PM 8:30	REQUESTED BY WSP/dcsa	P.O. NO.
NAME WA DNR		MEMBER NO.	
ADDRESS 225 South Silke Rd		CITY Coulville	
STATE WA		ZIP 99114	
LOCATION OF VEHICLE Hwy 20 rd. 189-3			
YEAR MAKE MODEL 2005 TRAILER (utility)	COLOR Red	DRIVER	
LICENSE 411111	STATE WA	VIN	
REASON FOR TOW Accident			
VEHICLE TOWED TO Coulville Airport	FIRST TOW	SECOND TOW	
MILEAGE FINISH 130	SERVICE TIME FINISH 10:50	RESPONSE MILES	
START 0:50	START 8:30	TOWED MILES	
TOTAL 50 miles	TOTAL 2hrs		
178 @ 2hr		356.00	
Mileage Log			
STORAGE FROM			
TO		DAYS @ \$	
NOTES: Case V-14-AEU Rising Eagle Rd. (acc)		SUBTOTAL	
		TAX	
		TOTAL	
PAID BY CASH CHECK CREDIT CARD		385.19	
CC NO.		EXP.	
SIGNATURE X [Signature]			
RELEASED TO		DATE	
DRIVERS SIGNATURE			

6270

INCIDENT NUMBER: 14-V-AEU  
CHOICE AUTOMOTIVE & RV REPORT

COUNTY: OKANOGAN

Choice Automotive and RV  
PO BOX 4470  
Omak, WA... 98841  
Phone - 509-826-4060 Fax - 509-826-4070  
YOUR LOCAL CARQUEST TECH NET PROFESSIONALS

INVOICE  
26600  
Org. Est. # 037241

INVOICE

Print Date : 08/22/2014

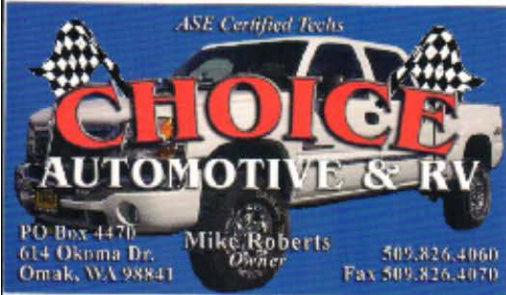
WA.ST.DEPT OF NATURAL RESOURCES  
1111 E WASHINGTON ST  
WA, OLYMPIA

2008 LONG CHIH - UTILITY TRAILER #LC1850T -  
Lic #: 7841WK - WA. Odometer In : 0  
Unit #:  
Vin #: LCAUS08128T352730  
Hat #:

Cust ID : 5122

Ref #:

Part Description / Number	Qty	Sale	Extended	Labor Description	Hours	Extended
---------------------------	-----	------	----------	-------------------	-------	----------



CASE # 14-V-AEU RISING EAGLE ROAD TRAILER INSPECTION	1.00	75.00
INCLUDES REMOVING & INSPECTING BOTH HUBS & BEARINGS & CHECKING ALL LIGHTING (WAS UNABLE TO REMOVE RIGHT HUB AS BEARINGS WERE SEIZED TO SPINDLE)		
1) RIGHT SIDE TIRE & WHEEL WERE GROUND FLAT ON 1 SIDE		
2) RIGHT SIDE WHEEL BEARINGS ARE SEIZED TO AXLE SHAFT & WHEEL AND HUB WILL NOT ROTATE		
3) FOUND SEVERE WATER CONTAMINATION & LACK OF LUBRICATION IN BOTH LEFT & RIGHT HUB ASSEMBLIES.		
4) IN MY PROFESSIONAL OPINION THE RIGHT HUB & BEARING ASSEMBLY SEIZED UP & WHEEL QUIT TURNING, CAUSING TIRE TO SKID DOWN THE ROAD & GRIND THE WHEEL FLAT.		
5) TRAILER HAS NO RIGHT TAIL/TURN LIGHT & LEFT TAIL/TURN LIGHT WAS SECURED WITH DUCT TAPE & AIMED TOWARD THE GROUND. TRAILER IS IN SEVERE DIS-REPAIR & NOT LEGAL IN CURRENT CONDITION.		
6) SEVERE LACK OF MAINTENANCE IS CAUSE FOR WHEEL BEARING FAILURE.		
IN ORDER FOR A WHEEL TO HAVE THAT MUCH MATERIAL GROUND OFF THE TRAILER HAD TO HAVE BEEN TOWED FOR A SIGNIFIGANT DISTANCE WITH THE HUB SEIZED.		

Michael Roberts 8-22-14  
1:15 P.M.

Org. Estimate \$81.08 Revisions \$0.00 Current Estimate \$81.08

Labor:	75.00
Parts:	0.00
Sublet:	\$0.00
Sub:	75.00
Tax:	6.08
Total:	81.08
Bal Due:	\$81.08

[ Payments - ]

WE APPRECIATE YOUR BUSINESS

I hereby authorize the above repair work to be done along with the necessary material and hereby grant you and/or your employees permission to operate the car or truck herein described on street, highways or elsewhere for the purpose to testing and/or inspection. An express mechanic's lien is hereby acknowledged on above car or truck to secure the amount of repairs thereto.

Signature \_\_\_\_\_ Date \_\_\_\_\_ Time \_\_\_\_\_

Written By: ROWEN, SUB - Technicians

Page 1 of 1

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**SAFE USE and OPERATION RULES, pages 17-19 of Owner's Instruction DIY Trailer Kit****SAFE USE AND OPERATION RULES****1. TOWING VEHICLE:**

- Make sure vehicle is capable of towing the load.
- Excess speed is the second highest cause of car-trailer accidents. Recommended maximum speed for all passenger cars towing trailers is 45 M.P.H.

**2. HITCH, BALL, COUPLER:**

- Check that the hitch on the towing vehicle is capable of towing the trailer. The towing capability of the hitch is normally stamped on hitch drawbar.
- Make sure the coupler and the ball are the same sizes and are rated equal to or greater than the load.
- Never attach anything other than the proper size coupler to the ball for towing.

**3. SAFETY CHAIN:**

- Be sure to use safety chains.
- Check that safety chains are attached to towing vehicle with the same length for each side.
- Do not allow chains to drag on ground.

**4. LOADING:**

- Never overload trailer. Maximum load is 970 pounds.
- Load trailer evenly from side to side with 60% of the load forward of the axle. It is important that the tongue be pressing down on the hitch, but not exceeding a downward force of 90 pounds.
- Reduce weight in car trunk and rear seat areas by amount of tongue weight of your trailer.
- It is against the law to carry passengers in the back of any trailer.



**5. LIGHTING:**

- Check lighting before each use and every 100 miles to be sure stop, tail and turn signals are working properly.
- Replace any broken lenses, reflectors or bulbs.
- Check wires for good connections and possible fraying or wearing of insulation.
- Bulbs supplied with this trailer are for 12 volt system.
- Bulbs used in tail light are: Number 1157 (Stop and tail), 1895 (Side).
- Bulb for clearance is: Number 194.

**6. TIRES:**

- Check tire for wear and proper inflation before each use and every 100 miles.
- Please keep the tire pressure (PSI), as shown on the tire.
- Check and tighten wheel nuts. Torque to 85-90 FT-LBS. Re-torque after first 50 miles.

**7. OPERATION:**

- Know how to properly control your towing vehicle-trailer combination on the highway under all conditions. Remember the loaded weight of the trailer will increase your braking and stopping distance appreciably.
- When towing a trailer over long distance stop and check tightness of all connections lights and running gear every 100 miles.
- Carry emergency flares and fire extinguisher if required for operation in your state.
- It is desirable to carry extra bulbs and fuses if you are towing the trailer at night over any great distance.

**8. MAINTENANCE:**

- Check and maintain the trailer, coupler, ball and hitch before each use and every 200 miles.
- Inspect hitch and ball for damage in every day use.
- Ball or hitch can be damaged in parking, hitting curbs, dragging when crossing ditches or railroad tracks.
- Check safety chains for wear and do not allow safety chains to drag on ground.
- To prevent bearing damage, disassemble and repack wheel bearing with a good grade of wheel bearing grease every 1000 miles or yearly.
- If you don't know how to repack wheel bearing, take your trailer to a garage for advice.

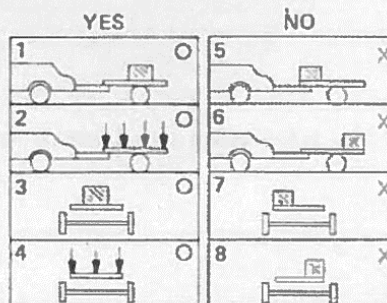
**IMPORTANT**

The purpose of following notices are to give you tips on safe use and operation of your trailer.

1. Please read the instructions carefully and follow them step-by-step for easy assembly. Please keep this manual in your file.
2. Please double check the assembly step-by-step, be sure each is followed.
3. Be sure to apply for license as required.
4. Before using, please inspect your trailer.

**Notice:**

- Re-fill grease on bearing after every 1000 miles of use or yearly.
- Keep tire pressure (PSI) as shown on the tire.
- Please insure you comply with the following before using your trailer:
  1. Tighten U-bolts.
  2. Tighten wheel nuts.
  3. Tighten trigger lock on coupler.
  4. Hook up safety chain.
  5. Trailer load should not excess its 970 lbs capacity and should be properly secured.
  6. Trailer load size should not exceed trailer's bed board size.

**Correct way to load your trailer**



## LONG CHIH IND TRAILER SPECIFICATIONS

**MULTI-PURPOSE UTILITY TRAILER**

LCU-1000C



LCU-1000TR



LCU-1000T/RA



LCU-1000T/RA



LCU-1000T



LCU-1000TR

MODEL NO.	DECK SIZE	CORPORATE SIZE	MAXIMUM LOAD	TIRE SIZE	Coupler Size	G.W. (LBS)	CURB WT.
LCU-1000C	48" X 60"	48" X 60"	1000	4.00-10	2"	35.0	3.0
LCU-1000T	48" X 60"	48" X 60" X	1000	4.00-10	1-3/8"	35.0	3.0
LCU-1000T/RA	48" X 60"	48" X 60" X 72"	1000	4.00-10	1-3/8"	35.0	3.0
LCU-1000TR	48" X 60"	48" X 60" X 72" X 72"	1000	4.00-10	1-3/8"	35.0	3.0
LCU-1000T/RA	48" X 60"	48" X 60" X 72" X 72"	1000	4.00-10	1-3/8"	35.0	3.0
LCU-1000T	48" X 60"	48" X 60" X 72" X 72"	1000	4.00-10	1-3/8"	35.0	3.0
LCU-1000TR	48" X 60"	48" X 60" X 72" X 72"	1000	4.00-10	1-3/8"	35.0	3.0
LCU-1000T	48" X 60"	48" X 60" X 72" X 72"	1000	4.00-10	1-3/8"	35.0	3.0
LCU-1000TR	48" X 60"	48" X 60" X 72" X 72"	1000	4.00-10	1-3/8"	35.0	3.0

**LONG CHIH**

**SALTSMAN, GREG (DNR)**

---

**From:** Bill Leland <bill@lelandrealty.com>  
**Sent:** Friday, August 22, 2014 6:45 AM  
**To:** SALTSMAN, GREG (DNR)  
**Subject:** Nancy Statement August 2014  
**Attachments:** Nancy Statement August 2014.docx

Attached is my wife's statement you requested.

Bill Leland  
Broker  
Leland Realty, Inc.  
305 1st Ave S  
Albert Lea, MN 56007  
507-373-9586  
507-383-3153

Visit us at: [www.lelandrealty.com](http://www.lelandrealty.com)  
Or check us out at Facebook  
[www.facebook.com/LelandRealty](https://www.facebook.com/LelandRealty)

Licensed to Sell Real Estate in Minnesota & Iowa

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Gary:

Per your request for the events that happened on August 1, 2014

I had followed Nancy to the Red Barn to drop off the raft and then we proceeded with the truck and trailer to drop those off. Nancy and my daughter were driving the truck with the trailer attached as the first vehicle and I was following in a Subaru Forrester. While onto our destination the trailer blew a tire on the right side. I tried to get the truck to pull over by honking and waving my arm outside the window. They were not able to hear or see me. I tried to pull up to the left side of the truck while honking and waving my arm outside the window but there was too much oncoming traffic. After a while I was able to get their attention by pulling up to the side of their vehicle and they did pull over to the side of the road. At this point we unhooked the trailer and law enforcement arrived. We gave them our statement and then we were told to leave the area due to a fire had broken out close by.

From: Nancy Leland  
18003A State Route 20  
Winthrop, WA 98862  
509-996-4115

*Nancy Leland*

To: Gregg Saltzman, Dept. of Natural Resources, Okanogan County, Washington

Date: September 5, 2014

RE: Flat tire on trailer

On August 1, 2014, I was driving South on State Route 20 past Winthrop, Washington. I was driving my husband, Dave Ford's truck and hauling his empty trailer. My sister-in-law, Pam Leland, was following me. Sometime after passing the church on my left, I noticed Pam trying to get my attention. I pulled over to the side of the road and saw I had a flat tire on the right hand side of the trailer. We unhitched the trailer and pulled it over into the ditch and up the side of the road. As we returned to our vehicles, we noticed, to our North, a plume of smoke that was located behind a large hill on the West side of State Route 20. We called 911 to report the smoke. Authorities arrived and I told them about the flat tire on the trailer. We were told to go and the officer asked what I wanted to do with the trailer. I told him my husband would come and pick it up. When my husband went to pick up the trailer he found that it was gone and learned that authorities had picked it up.

STATE OF WASHINGTON  
DEPARTMENT OF NATURAL RESOURCES  
VOLUNTARY STATEMENT

INCIDENT NAME: Rising Eagle Road PAGE 1 OF 2  
INCIDENT NUMBER: 14-V-AEU PROGRAM: 221  
LOCATION OF INTERVIEW: 18003A Hwy 20  
DATE OBTAINED: 9/5/2014 TIME: 1500  
WITNESS NAME: Nancy L. Island DOB: 5(b)  
ADDRESS: 18003A Hwy 20  
CITY: Winthrop STATE: WA ZIP: 98862  
CONTACT PHONE: (509) 996-4115

I, David L. Ford, do hereby make this voluntary statement of the facts and circumstances known to me concerning the above named incident. This information is given of my own free will to Greg Saltzman whom I know to be an Investigator with the DEPARTMENT OF NATURAL RESOURCES. It may be used for whatever purposes it might serve. A few days after the Signal Hill fire, I was playing tennis with Brad Campbell of Twisp. He stated that he had heard that the fire was started by a pickup truck's catalytic converter while turning around in some weeds. A day or 2 later I was talking to Dick Ewing of Winthrop and he mentioned that he had talked to someone that had also indicated that a pickup had started the fire. I shared the info to him that I had heard that a trailer had been the cause. He seemed certain of his conclusion that it was started by a pickup turning around at the Signal Hill vicinity. I questioned him

This statement pages was written by me. I have read this statement consisting of 2 pages and have made any additions, deletions or corrections necessary. I have initialed any changes I have made and I certify that the facts contained herein are true and accurate to the best of my knowledge. DLF (Initials)

Signed this 5th day of September, 2014 at 1500  
Day Month Year Time

David L. Ford  
Signature of person giving voluntary statement

Nancy L. Island  
Witness Name (Print)

Nancy L. Island  
Witness Signature

Witness Name (Print)

Witness Signature

State of Washington  
Department of Natural Resources

Incident # 14-V-AEU  
Page 2 of 2

## STATEMENT OF CONTINUATION OF:

Ford David Linden  
(LAST) (FIRST) (MIDDLE)

Further this past week and he gave me the name of who he had talked to about the truck/catalytic converter. He gave the same name as Brad Campbell. That was Hank Rogers the potato farmer of Twisp. He had apparently posted on the Methow Valley Bulletin board that the cause of the fire was a truck in weeds. I called Hank but he did not return my call. I heard from ~~the~~ Brad at Ditch, I believe that 2 men were trying to put out the blaze that they thought they started with their shirts when they saw the fire.

SIGNATURE

David Ford

DATE

9-5-2014

WITNESS

Nancy Island

DATE

Sept 5, 2014



## METHOW VALLEY NEWS/FACEBOOK

**Methow Valley News**

Posted by Darla Hussey [?] · August 1, 2014 · Edited ·

**By Don Nelson**

A wildfire that broke out around 2 p.m. is raging on the west side of Highway 20 between Twisp and Winthrop, moving rapidly in a generally northerly direction toward the Liberty Bell High School and Twin Lakes Development area.

An eyewitness watching the fire from across the valley estimated that the fire line was about four miles long at around 3 p.m. He said he had seen at least one house burn.

The state highway was closed to through traffic at each end of Old Twisp Highway. Traffic was being allowed on that road earlier this afternoon, but the Okanogan County Sheriff's Office was encouraging people to leave the area. National Guard units were also moving into the area.

At about 3:15 p.m., Twin Lakes Road was to be barricaded between Wolf Creek Road and Elbow Coulee Road, according to first responder scanner reports.

An alternative route between Twisp and Winthrop is the Twisp-Winthrop Eastside County Road.

#MVN2014CCF

9,692 people reached

**Boost Post**

Like · Comment · Share

Pat Sloan, Brian K. Woytovich and 50 others like this.

160 shares

**Sussi Rowntree** Thank you for keeping us informed!

August 1, 2014 at 3:33pm · Like · 2

**Mara Landrum** Bri Kulsrud

August 1, 2014 at 3:36pm · Like · 1

**Jackie Sandquist Thomson** Thank you for keeping us informed! It is very very appreciated!

August 1, 2014 at 3:41pm · Like

**Jamle Miller** .

August 1, 2014 at 3:43pm · Like

**Jamie Miller .**

August 1, 2014 at 3:43pm · Like

**Judith Fulmer** We'll watch for your updates. Stay safe!

August 1, 2014 at 3:46pm · Like

**Karin Fox** Ohh..noo..prayers for everyone there:(

August 1, 2014 at 3:47pm · Like · 1

**Ray Sanders** Thanks

August 1, 2014 at 3:48pm · Like

**Rachel Otis Harris** When does it stop?

August 1, 2014 at 3:50pm · Like

**Colleen Barber Burrows** We are traveling hi way 17 and our next town will be Coulee city. We are going to a wedding and have reservations in Winthrop. Have a map but doesn't show alternate route. Can you respond with directions?

August 1, 2014 at 3:51pm · Like

**Erica Hickson White** You can get to Winthrop on the East County road! No problem!

August 1, 2014 at 3:56pm · Like

**Methow Valley News** Colleen, take a right just before the Blackbird's Restaurant to take the Twisp-Winthrop Eastside Road. As of right now, that road is open.

Commented on by Darla Hussey [?] · August 1, 2014 at 3:57pm · Like · 4

**Lidiya Kamansky** David B Painter MVN - thanks for the report and please keep the updates coming.

August 1, 2014 at 3:58pm · Like · 2

**Sharon Zieseniss** Thank you for the info. Sounds like a bracing for round 2

August 1, 2014 at 4:18pm · Like

**Vicki Anderson** We've evacuated out of Pine Forest ... Fire is heading up valley

August 1, 2014 at 4:20pm · Like

**Keelyn Friesen Roman** Does anyone know how this one started? I'm hearing rumors.

August 1, 2014 at 4:23pm · Edited · Like

**Kim Pasley** Dear god ! Help those people!

August 1, 2014 at 4:32pm · Like · 2

**Hazel Gregg** Saying prayers!

August 1, 2014 at 4:51pm · Like

**Methow Valley News** We are trying to get updated evacuation information, but the Sheriff's Office says, "Call Incident Command," and IC says, "Call the Sheriff, we don't know any more than you."

Commented on by Darla Hussey [?] · August 1, 2014 at 5:01pm · Like · 1

Commented on by Dana Hussey (7) · August 1, 2014 at 5:07pm · Like · 1



**Shelley Squirrelly Skinner** Following

August 1, 2014 at 5:33pm · Like · 1



**Char Smith** I remember 'them' saying...."and summer is just beginning"...too bad.

August 1, 2014 at 6:09pm · Like



**Marianne Bennett** Very bad news.

August 1, 2014 at 6:22pm · Like



**Janell Neevel** Teresa Wagter King

August 1, 2014 at 6:35pm · Like



**Emilia Kozemchak** Good lord not again!

August 1, 2014 at 6:39pm · Like



**Marcia Butchart** Keelyn Friesen Roman, Hank Rogers told me that it was started when a man pulled his truck into tall grass to take a picture. His catalytic converter was hot and caught the grass on fire. I don't know where Hank got his information.

August 1, 2014 at 7:19pm · Like · 1



**Peggy Walsh** :( frightening. I hope everyone can stay safe...thank you MVN for keeping us informed,

August 1, 2014 at 8:38pm · Unlike · 1



**Roxy Worrell** We are praying for everyone god please stop the fires

August 1, 2014 at 8:57pm · Like



**Sandra Kay Taylor Freeman** Sending prayers

August 1, 2014 at 9:54pm · Like



**Lynn Dinuis** Praying!!!!!!!!!!!!!! Be safe all!!!!!!

August 1, 2014 at 9:58pm · Like



**Sharon Brumbaugh** Lynn Really scary. Prayers coming!

August 2, 2014 at 5:52am · Like



**Debby Dahl Randall** Sending prayers! Stay safe!!!!

August 3, 2014 at 8:15am · Like



Write a comment...



## Tax Parcel / Ownership Information

	3421250110	ARON, THOMAS
	8823500011	BARHAM ETAL, TERRY
	8823500012	BARHAM ETAL, TERRY
	5710030000	BERNS, SARAH
	8801100030	BEVIS ETAL, KENNETH
	3421250107	BISNETT, ALLAN & CHRISTINE
	5710060005	BONDI, STEVEN & KIMBERLY
	8801100040	CALDERHEAD, WM JR & PATRICIA
33333	5710050008	CHANDWANNEY ETAL, NIMMI
	3421250118	CHURCH, M V UNITED METHODIST
	5710100000	DELISI, LAWRENCE
	3421250123	DEVANY, WILLIAM & TAMAIRA
	8801100020	EDWARDS, ALLEN & BETTY
	3421240075	ERXLEBEN, WILLIAM & GAYLE
	8872800010	FILBERT, ARIE
	8872800020	FILBERT, ARIE
	5710060006	GRIGG, PEGGY WALSH
	3421250101	GROTTE, JOHN & BRITA
	3421250103	GROTTE, JOHN & BRITA
	3421250053	HABERMEHL, JAMES & CATHRYN
	3421250019	HEITMAN, PHIL & CAROL
	3421250057	IRELAND, JASON & KATHY
	8822900030	JACKSON, AMANDA
	8822900020	JACKSON, AMANDA
	5710080000	JACOBSON ETAL, GREGORY
	3421260002	JOHNSON, HOWARD & ELISABETH
	3421250106	JOHNSON, HOWARD & ELISABETH
	3421253003	JOHNSON, HOWARD & ELISABETH
	3421253002	JOHNSON, HOWARD & ELISABETH
	3421250050	JOHNSON, JAMES C & MARY
	3421250070	JOHNSON, JAMES C & MARY
	3421250069	JOHNSON, JAMES C & MARY
	3421250108	KAMAL, MOHAMMAD & KIMBERLY
	8872900030	KENNEDY, PETER
	8872900040	KENNEDY, PETER
	8872800030	KENNEDY, PETER
	8872800040	KENNEDY, PETER
	3421250113	LANGE, KENNETH & MARLYS
	3421250055	LEACH ETAL, CHRISTOPHER
	3421250056	LEACH ETAL, CHRISTOPHER
	3421250060	LEACH ETAL, MARKUS
	3421250059	LEACH ETAL, MARKUS
	3421253004	LEARNED, J KATHLEEN



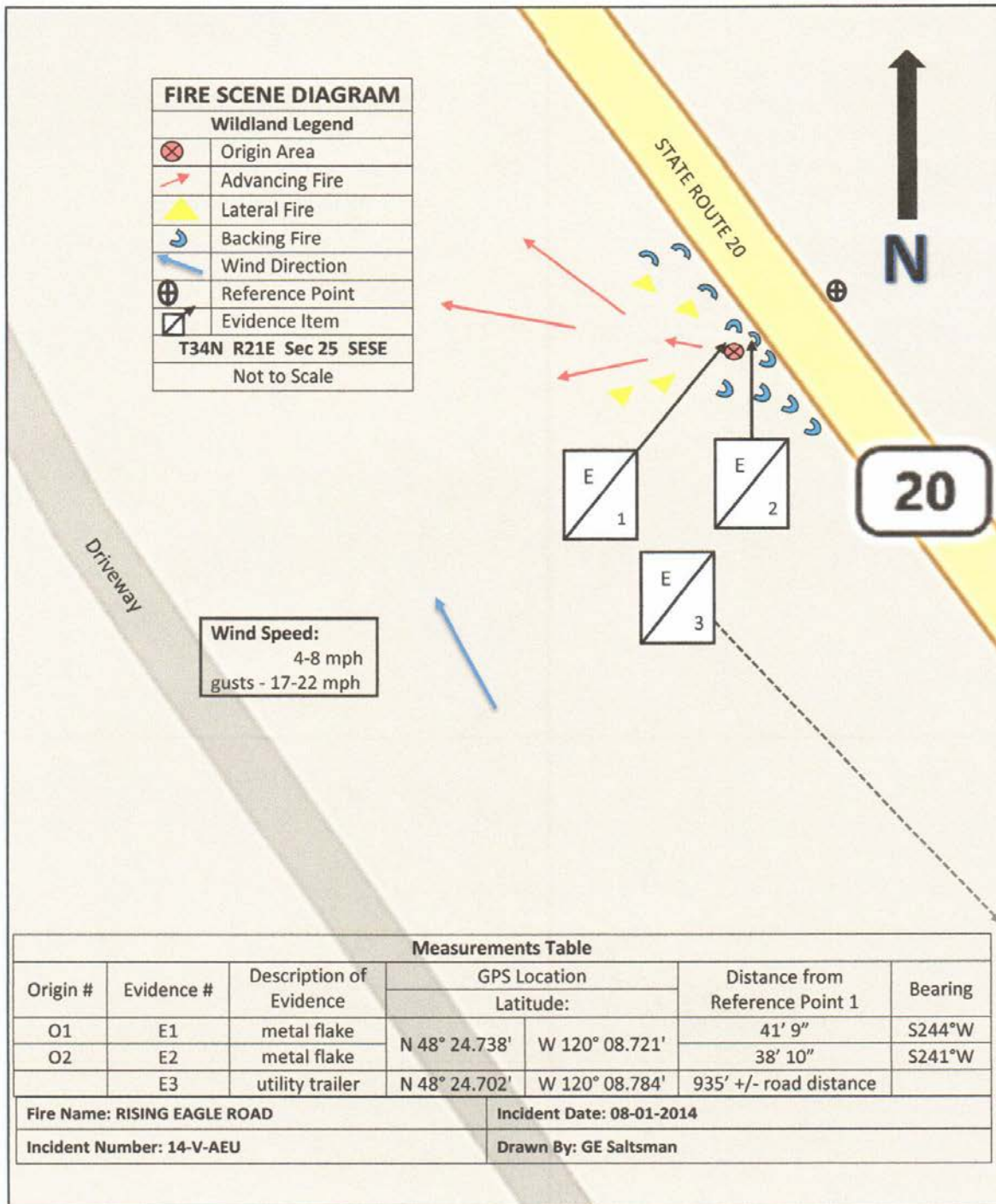
**INCIDENT NUMBER: 14-V-AEU****COUNTY: OKANOGAN**

8873100020 LEVY, ROBERT & TEAR, LUCINDA  
8872900020 MC CUTCHAN, JEFFREY & NAN  
3421250054 MELDAHL, EARL  
3421250051 MELDAHL, EARL  
8823500045 MOAN, TERRY & KOZLIK, NANCY  
8823500046 MOAN, TERRY & KOZLIK, NANCY  
3421230057 MOCCASIN LAKE RANCH #1 INC  
3421260001 MOCCASIN LAKE RANCH #1 INC  
8873100010 NEITLICH, PETER & HASSELBACH, LINDA  
3421250071 NORTHCOTT, LORI  
3421250098 O KELLY, VIRGINIA  
8872900010 PAPPIDAS, ARISTIDES & JANE  
8871440100 PIEPER, TERI & BEVIS, KENNETH  
8871440200 PIEPER, TERI & BEVIS, KENNETH  
3421230037 PIGOTT, GAYE  
5710070003 PIGOTT, GAYE  
5710020000 PIGOTT, JAMES & GAYE  
5710040002 PIGOTT, JAMES & GAYE  
5710070004 PIGOTT, JAMES & GAYE  
3421250079 REYNAUD, CAROLYN  
3421250080 REYNAUD, CAROLYN  
3421250100 RINGGOLD TRUSTS  
5710050007 ROBINSON, DANIEL & KATHLEEN  
3421250099 ROZELL, SHELLEY & RICHARD  
8801100010 RUUD, LAURA ETAL  
3421230036 SPENCER STEFFA, ELIZABETH  
8823500023 STEVENS, ALLEN & DONNA  
8823500024 STEVENS, ALLEN & DONNA  
5710090000 VAN MARTER ETUX, DEREK  
5710040001 VANDERPOOL, JAMES ETAL  
5710110002 VANDERPOOL, JAMES ETAL  
8823500030 WERREMEYER, CATHERINE  
3421230034 WILLOUGHBY, SAMUEL ETAL  
8872010100 WINSOR, JOAN  
3421361000 WA STATE DEPT NATURAL RESOURCES  
WA DOT R/W

## MAPS AND DIAGRAMS

## FIRE ORIGIN LOCATION





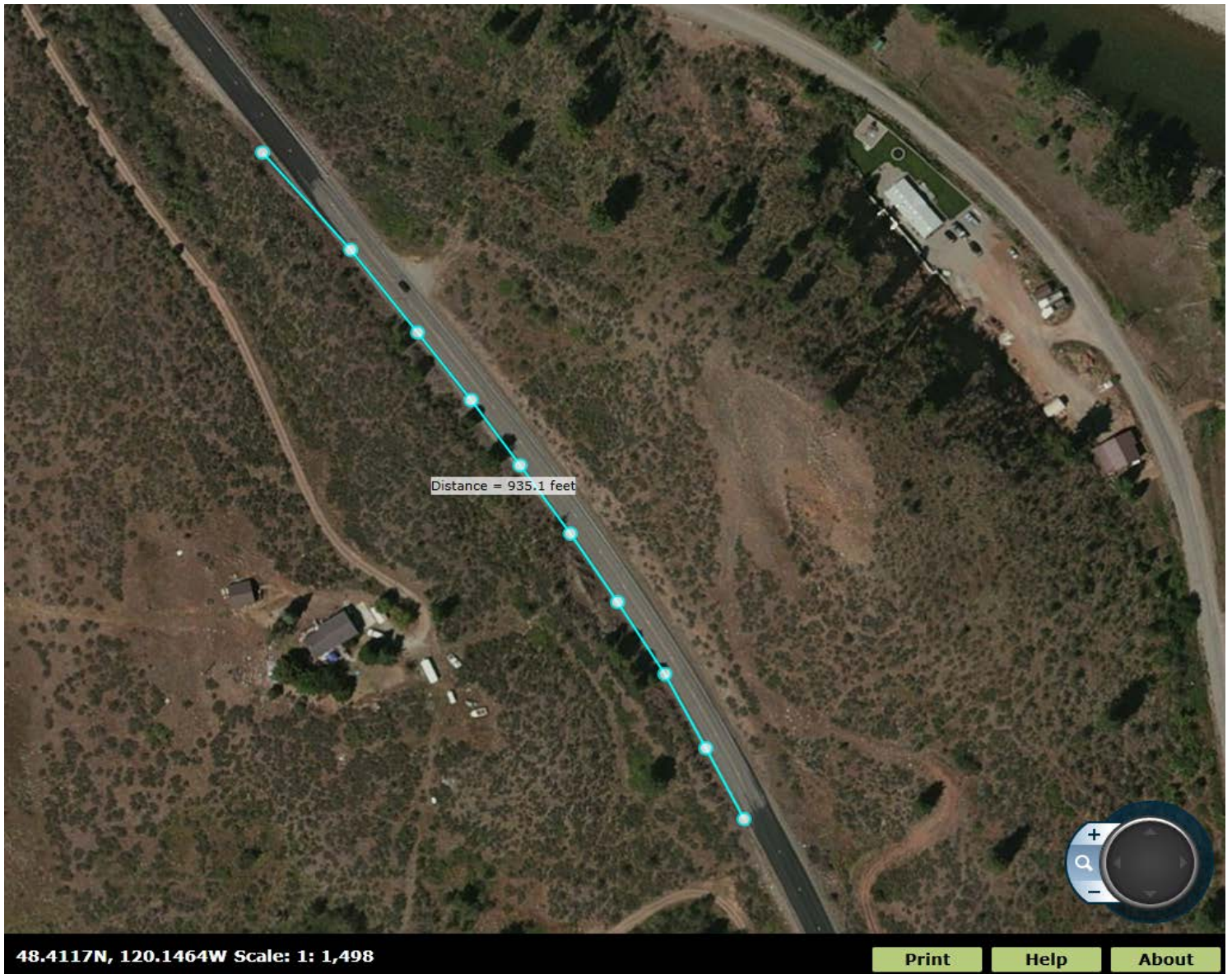


**INCIDENT NUMBER: 14-V-AEU**

**COUNTY: OKANOGAN**


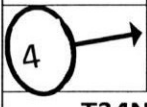
**FIRE SCENE MEASUREMENT DIAGRAM – FIRE ORIGIN to TRAILER LOCATION**

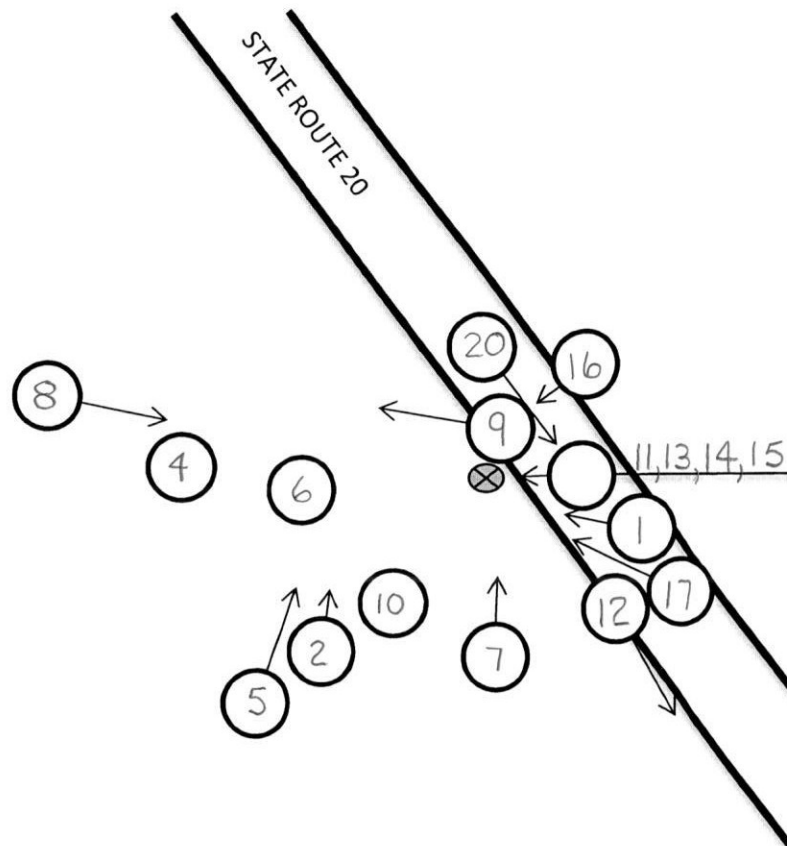
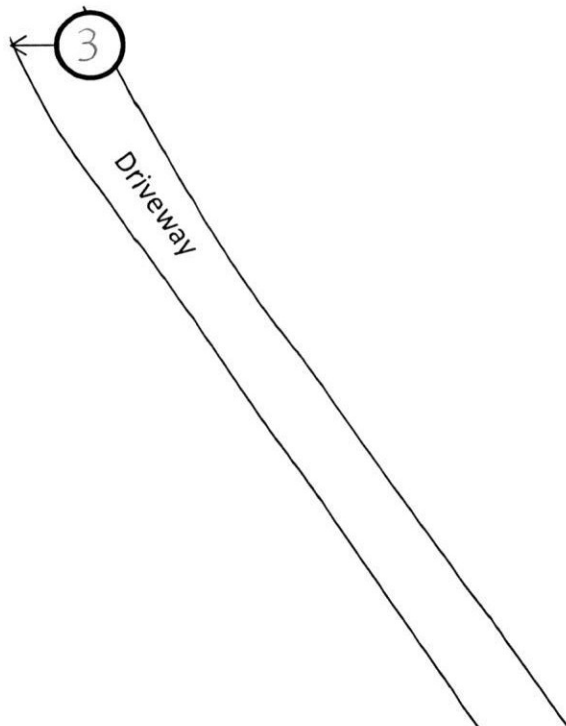
Measurement from Fire Origin to Trailer Location – approximately 935 feet



## PHOTO LOG

## PHOTO LOCATION DIAGRAM

PHOTO LOCATION DIAGRAM	
Wildland Legend	
	Origin Area
	Photo # & Direction
T34N R21E Sec 25 SESE	
Not to Scale	



Fire Name: RISING EAGLE ROAD	Incident Date: 08-01-2014
Incident Number: 14-V-AEU	Drawn By: GE Saltsman



WASHINGTON STATE DEPARTMENT OF  
**Natural Resources**

**PHOTO LOG**

**14-V-AEU**

**Rising Eagle Road**

ALL PHOTOS TAKEN BY: Greg Saltsman  
START PHOTO LOG: 7:20 PM/Friday, August 01, 2014  
END PHOTO LOG: 1:39 PM/Friday, October 24, 2014  
CAMERA USED: Nikon/D-3200



**Photo 1 –DSC\_0074JPG**  
Overall View of General Origin Area



**Photo 2 –DSC\_0087JPG**  
Initial Run and Degree of Damage

---

THE PHOTOS SHOWN HERE ARE THE MOST RELEVANT TO THE INVESTIGATION.





**Photo 3 –DSC\_0202JPG**  
Advancing Vector-Macro Indicator  
Freezing and Angle of Char



**Photo 4 –DSC\_200JPG**  
Advancing Vector-Macro Indicator  
Spalling, Sooting, White Ash Deposits, Degree of Damage



**Photo 5 –DSC\_0215PG**  
Advancing Vector  
Sooting, Staining, Angle of Char and Degree of Damage



**Photo 6 –DSC\_0084JPG**  
Advancing Vector –  
White Ash Deposits located on the origin side of rock

---

THE PHOTOS SHOWN HERE ARE THE MOST RELEVANT TO THE INVESTIGATION.

**Photo 7 –DSC\_0076JPG**

Advancing Vector –White Ash dispersed downwind and deposited on the windward side of objects

**Photo 8 –DSC\_0081JPG**

Advancing Vector – Protection on unexposed side of objects (Rocks)

**Photo 9 –DSC\_0088JPG**

Lateral Vector – Degree of Damage-some green fuels remain

**Photo 10 –DSC\_0086JPG**

Lateral Vector – White Ash Deposits on objects

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THE PHOTOS SHOWN HERE ARE THE MOST RELEVANT TO THE INVESTIGATION.





**Photo 11 –DSC\_0093JPG**  
Progression from Origin to Advancing Vector  
Low Intensity to Advancing grass stem indicators



**Photo 12 –DSC\_0101JPG**  
Backing Vector – grasses oriented toward Origin and some  
unburnt fuels



**Photo 13 –DSC\_0105JPG**  
Specific Origin Area – Low Intensity Fire with residual grass  
pointing inward



**Photo 14 –DSC\_0171JPG**  
Specific Origin Area (O2)– Low Intensity Fire with unburnt  
fuels and residual grass stems remaining

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THE PHOTOS SHOWN HERE ARE THE MOST RELEVANT TO THE INVESTIGATION.



**Photo 15 –DSC\_0176JPG**  
Specific Origin Area – Nails indicate location of metal flakes discovered with magnet (Fire Origins)



**Photo 16 –DSC\_0183JPG**  
Specific Origin Area with Pin Flagging - Left White Flag is location of E2, Right White Flag is location of E1



**Photo 17 –DSC\_0184JPG**  
Specific Origin Area with Pin Flagging – View of Fire Progression and Advancing Vector-Degree of Damage



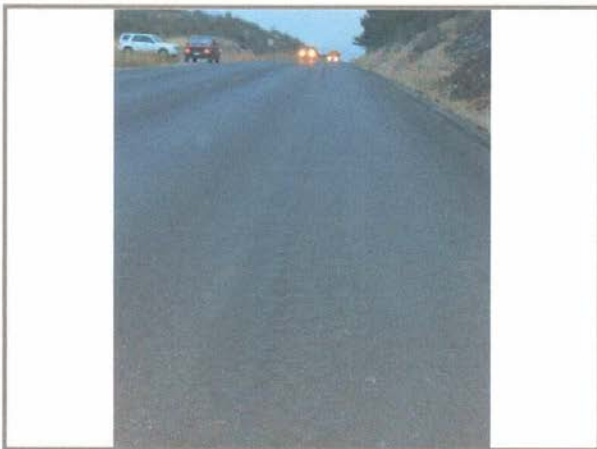
**Photo 18 –DSC\_0109JPG**  
Damage to Utility Trailer

THE PHOTOS SHOWN HERE ARE THE MOST RELEVANT TO THE INVESTIGATION.





**Photo 19 –DSC \_0110JPG**  
Drag marks leading to damaged wheel assembly on utility trailer



**Photo 20 –DSC \_0131JPG**  
Drag marks leading to damaged utility trailer



**Photo 21 –DSC \_0115PG**  
Condition of Utility Trailer – Left Rear



**Photo 22 –DSC \_0125JPG**  
Condition of Utility Trailer – Right Rear

THE PHOTOS SHOWN HERE ARE THE MOST RELEVANT TO THE INVESTIGATION.



**Photo 23 –DSC\_0697JPG**  
Right Side Wheel Assembly Condition and Damage



**Photo 24 –DSC\_0699JPG**  
Right Side Wheel Assembly – Bearing frozen to Axle



**Photo 25 –DSC\_0710JPG**  
Right Side Wheel Assembly Components



**Photo 26–DSC\_0702PG**  
Left Side Wheel Assembly Condition

THE PHOTOS SHOWN HERE ARE THE MOST RELEVANT TO THE INVESTIGATION.





**Photo 27—DSC\_0703PG**  
Left Side Wheel Assembly Components



**Photo 28—DSC\_0706JPG**  
Left Side Wheel Assembly Condition of Axle



**Photo 29—DSC\_0686JPG**  
License Plate of Utility Trailer



**Photo 30—DSC\_0118JPG**  
Damage of Right Rear Wheel Assembly discovered  
approximately 935 feet from Fire Origin

THE PHOTOS SHOWN HERE ARE THE MOST RELEVANT TO THE INVESTIGATION.



Photo 32-DSC\_0228JPG

View of Damaged Right Rear Wheel Assembly  
See Metal Fragments remaining attached to Wheel



Photo 34 DSC\_0981JPG

### Utility Trailer Stored as Evidence for Rising Eagle Road Fire Origin and Cause Investigation

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INCIDENT NUMBER: 14-V-AEU  
DOCUMENTS

COUNTY: OKANOGAN

OKANOGAN COUNTY SHERIFF'S OFFICE COM. CALL DETAIL REPORT

10/25/14 OKANOGAN COUNTY SHERIFF'S OFFICE COMMUNICATIONS Page: 212  
11:29 CALL DETAIL REPORT 1

Call Number: 233157

Nature: EOC LEVEL 3  
Reported: 13:48:43 08/01/14  
Rcvd By: STEVENS P How Rcvd: 9  
Occ Btwn: 13:48:33 08/01/14 and 13:48:43 08/01/14  
Type: lf  
Priority: 1

Address: 19800 HIGHWAY 20  
City: TWISP

Alarm:

COMPLAINANT/CONTACT

Complainant: , Name#:   
Race: Sex: DOB: \*\*/\*\*/\*\*   
Address: ,   
Home Phone: Work Phone:

Contact: AT&T MOBILITY  
Address: X:-120.114727 Y:+048.317496 U:7887  
Phone: (425) 503-0372

RADIO LOG

Dispatcher	Time/Date	Unit	Code	Zone	Agnc	Description
STEVENS P	13:49:32 08/01/14		RCVD	FS06	TWFD	Call 44f changed from INPUT to RCVD
STEVENS P	13:54:14 08/01/14	F631	PAGE	FS06	TWFD	incid#=F14-01362 Paged call=44f
STEVENS P	13:54:14 08/01/14	F641	PAGE	FS06	WIFD	incid#=F14-01363 Paged call=44f
PAINE B	13:54:26 08/01/14	F631	PAGE	FS06	TWFD	incid#=F14-01362 Paged call=44f
PAINE B	13:54:26 08/01/14	F641	PAGE	FS06	WIFD	incid#=F14-01363 Paged call=44f
WHITLEY M	13:55:07 08/01/14	F604	ARRV	FS06	WIFD	incid#=F14-01363 Arrived on Scene call=44f
WHITLEY M	13:55:36 08/01/14		RCVD	LSS	OCSO	Call 44l changed from INPUT to RCVD
WHITLEY M	13:55:46 08/01/14	S177	ENRT	LSS	OCSO	incid#=S14-04963 Enroute to a Call call=44l
GODDARD C	14:00:43 08/01/14	U1	AREA	LSS	OCSO	incid#=S14-04963 ARRIVED IN AREA call=44l
GODDARD C	14:00:43 08/01/14	U18	AREA	LSS	OCSO	incid#=S14-04963 ARRIVED IN AREA call=44l
GODDARD C	14:00:43 08/01/14	U3	AREA	LSS	OCSO	incid#=S14-04963 ARRIVED IN AREA call=44l
STEVENS P	14:02:12 08/01/14	F651	PAGE	FS06	MZFD	incid#=F14-01364 Paged call=44f
STEVENS P	14:03:03 08/01/14	U3	VHIN	LSS	OCSO	pl=7641wk
GODDARD C	14:03:13 08/01/14	FS851	AREA	LSS		incid#=S14-04963 ARRIVED IN AREA call=44l

10/25/14	OKANOGAN COUNTY SHERIFF'S OFFICE COMMUNICATIONS				212
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WHITLEY M	14:09:40	08/01/14	U85	ENRT LSS	EOC	incid#=E14-00028 Enroute to a Call call=441
GODDARD C	14:11:56	08/01/14	E631	ENRT FS06		incid#=F14-01362 Enroute to a Call call=44f
GODDARD C	14:11:56	08/01/14	T641	ENRT FS06		incid#=F14-01363 Enroute to a Call call=44f
WHITLEY M	14:18:35	08/01/14	F651	ACKN FS06	MZFD	incid#=F14-01364 PAGE ACKNOWLEDGED call=44f
WHITLEY M	14:18:37	08/01/14	F651	ENRT FS06	MZFD	incid#=F14-01364 Enroute to a Call call=44f
WHITLEY M	14:24:39	08/01/14	F631	ARRV FS06	TWFD	incid#=F14-01362 Arrived on Scene call=44f
WHITLEY M	14:24:39	08/01/14	F641	ARRV FS06	WIFD	incid#=F14-01363 Arrived on Scene call=44f
WHITLEY M	14:25:50	08/01/14	U10	ENRT LSS	OCSO	incid#=S14-04963 Enroute to a Call call=441
STEVENS P	14:43:13	08/01/14	U85	ARRV LSS	EOC	incid#=E14-00028 Arrived on Scene call=441
STEVENS P	14:48:26	08/01/14	S177	AREA LSS	OCSO	incid#=S14-04963 ARRIVED IN AREA call=441
STEVENS P	14:48:59	08/01/14	E631	ARRV FS06		incid#=F14-01362 Arrived on Scene call=44f
WHITLEY M	16:04:56	08/01/14	801	ARRV FS06	TWPD	incid#=F14-01366 Arrived on Scene call=44f
WHITLEY M	16:37:37	08/01/14	U28	ENRT LSS	OCSO	incid#=S14-04963 Enroute to a Call call=441
GODDARD C	16:49:04	08/01/14	E1511	ENRT FS06		incid#=F14-01367 Enroute to a Call call=44f
GODDARD C	17:00:47	08/01/14	B1511	ENRT FS06		incid#=F14-01367 Enroute to a Call call=44f
GODDARD C	17:00:47	08/01/14	E1511	ENRT FS06		incid#=F14-01367 Enroute to a Call call=44f
WHITLEY M	17:15:36	08/01/14	802	ASSG LSS	TWPD	incid#=P14-0421 Assigned to a Call call=441
WHITLEY M	18:20:08	08/01/14	U3	BUSY LSS	OCSO	incid#=S14-04963 LBHS call=441
WHITLEY M	19:03:01	08/01/14	801	BUSY FS06	TWPD	RED BARN, NOTIFICATIONS, call=44f
WHITLEY M	19:18:24	08/01/14	U3	CMPL LSS	OCSO	incid#=S14-04963 Reassigned to call 681, completed call 441
GODDARD C	19:26:17	08/01/14	U10	AVL LSS	OCSO	incid#=S14-04963 AVAILABLE FOR CALLS call=441
WHITLEY M	19:27:34	08/01/14	U18	CMPL LSS	OCSO	incid#=S14-04963 Completed Call call=441
WHITLEY M	19:37:57	08/01/14	U10	CMPL LSS	OCSO	incid#=S14-04963 Reassigned to call 601, completed call 441
WHITLEY M	19:39:31	08/01/14	802	CMPL LSS	TWPD	incid#=P14-0421 Completed Call call=441
WHITLEY M	19:46:22	08/01/14	U28	CMPL LSS	OCSO	incid#=S14-04963 Reassigned to call 631, completed call 441
WHITLEY M	20:41:48	08/01/14	U11	ASSG LSS	OCSO	incid#=S14-04963 Assigned to a Call call=441

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WHITLEY M	21:24:14	08/01/14	U11	CMPL LSS	OCSO	incid#=S14-04963 Reassigned to call 541, completed call 441
BAKER P	21:50:42	08/01/14	U85	ARRV LSS	EOC	ICP LIBBERRY BELL, call=441
BAKER P	22:24:46	08/01/14	E1511	RETR FS06		incid#=F14-01367 Returning from Scene disp:ACT call=44f
JOHNSON J	23:11:45	08/01/14	U1	OFFD LSS	OCSO	
JOHNSON J	23:21:42	08/01/14	U85	CMPL LSS	EOC	incid#=E14-00028 Completed Call clr:SRT call=441
BAKER P	23:26:35	08/01/14	E1511	CMPL FS06		incid#=F14-01367 Completed Call call=44f
BAKER P	23:32:19	08/01/14	FS851	CMPL LSS		incid#=S14-04963 Completed Call call=441
BAKER P	23:32:19	08/01/14	S177	CMPL LSS	OCSO	incid#=S14-04963 Completed Call call=441
BAKER P	23:32:36	08/01/14	B1511	CMPL FS06		incid#=F14-01367 Completed Call call=44f
BAKER P	01:19:38	08/02/14	E631	CMPL FS06		incid#=F14-01362 Completed Call call=44f
BAKER P	01:19:38	08/02/14	F604	CMPL FS06	WIFD	incid#=F14-01363 Completed Call call=44f
BAKER P	01:19:38	08/02/14	F631	CMPL FS06	TWFD	incid#=F14-01362 Completed Call call=44f
BAKER P	01:19:38	08/02/14	F641	CMPL FS06	WIFD	incid#=F14-01363 Completed Call call=44f
BAKER P	01:19:38	08/02/14	F651	CMPL FS06	MZFD	incid#=F14-01364 Completed Call call=44f
BAKER P	01:19:38	08/02/14	T641	CMPL FS06		incid#=F14-01363 Completed Call call=44f
ORTIZ S	07:12:57	08/02/14		LSS	OCSO	Call type 1 reopened and assigned call number 12
ORTIZ S	07:12:59	08/02/14		RCVD LSS	OCSO	Call 121 changed from INPUT to RCVD
ORTIZ S	07:13:14	08/02/14	U85	ASSG LSS	EOC	incid#=E14-00028 Assigned to a Call call=121
ORTIZ S	07:13:22	08/02/14	U85	ENRT LSS	EOC	incid#=E14-00028 CO call=121
ORTIZ S	08:14:33	08/02/14	U85	ENRT LSS	EOC	incid#=E14-00028 LIBERTY BELL ICP FOR MEETING call=121
ORTIZ S	08:58:24	08/02/14	U85	ARRV LSS	EOC	incid#=E14-00028 LIBERTY BELL call=121
ORTIZ S	08:59:20	08/02/14	U18	ASSG LSS	OCSO	incid#=S14-04963 Assigned to a Call call=121
ORTIZ S	08:59:24	08/02/14	U18	ARRV LSS	OCSO	incid#=S14-04963 LIBERTY BELL call=121
ORTIZ S	12:15:15	08/02/14	U18	NOTE LSS	OCSO	CHECKING IN
ORTIZ S	13:00:28	08/02/14	U18	NOTE LSS	OCSO	SIGN RAN OVER ON WANDLING RD
WHITLEY M	14:49:23	08/02/14	U18	AREA LSS	OCSO	LITTLE BRIDGE CR, call=121
WHITLEY M	16:46:16	08/02/14	U85	CMPL LSS	EOC	incid#=E14-00028 Reassigned to call 921, completed call 121
VALENCIA S	17:17:17	08/02/14	U85	ASSG LSS	EOC	incid#=E14-00028 Assigned to a Call call=121
VALENCIA S	17:25:49	08/02/14	U85	ENRT LSS	EOC	OKANOGAN, call=121
VALENCIA S	18:16:36	08/02/14	U85	CMPL LSS	EOC	incid#=E14-00028 Completed Call call=121

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11:29 CALL DETAIL REPORT

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COMMENTS  
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CALLBACK=(425) 503-0372 LAT=+048.317496 LON=-120.114727 UNC=7887

(509) 511-7513 WPH2 08/01 13:48  
AT&T MOBILITY

P#509-511-7513  
3 MI S OF TWISP - OMNI  
Sector  
CALLBK=(425) 503-0372 814 02948  
WA CARLTON

TEL=ATTMO  
+048.317496 -120.114727 7887  
PSAP=OCSO  
WIRELESS 911 CALL

VERIFY CALLER'S LOCATION

13:55:13 08/01/2014 - WHITLEY M  
f605 enrt  
14:02:16 08/01/2014 - GODDARD C  
LEVEL 3 AT EAGLE RD & SIGNAL HILL RD  
14:02:30 08/01/2014 - GODDARD C  
U18 SCOUTING UP FURTHER TO SEE WHERE IT MIGHT GO  
14:04:58 08/01/2014 - GODDARD C  
FIRE BOTH SIDES OF SIGNAL RD  
14:14:24 08/01/2014 - STEVENS P  
b621 enrt w/2  
14:15:55 08/01/2014 - STEVENS P  
631 RES W/1  
14:16:42 08/01/2014 - STEVENS P  
F601 HWY CLOSED OLD TWISP HWY  
14:17:13 08/01/2014 - STEVENS P  
E641 ARRVD  
14:17:28 08/01/2014 - STEVENS P  
641 ARRVD  
14:20:16 08/01/2014 - STEVENS P  
631 ON SCN  
14:23:21 08/01/2014 - WHITLEY M  
COMPLEX REQ PEARRYGIN LAKE BE CLOSED TO ALL BOATING/WATERCRAFT FOR ROTORS TO  
DIP. STATE PARK AND SILVER LINE RESORT ADVD TO CLOSE BOAT LAUNCH,  
14:24:08 08/01/2014 - STEVENS P  
E651 RESP W/2  
14:30:10 08/01/2014 - WHITLEY M - From: MILLER S  
DNR ADVSING 12 HOMES THREATENED W/I 1/2 MI, 20 AFTER THAT  
14:33:53 08/01/2014 - STEVENS P - From: RODRIGUEZ D  
NO ANS  
14:39:58 08/01/2014 - STEVENS P  
651 W/2  
14:42:55 08/01/2014 - STEVENS P  
E651 APPROACHING THE SCN  
14:43:02 08/01/2014 - STEVENS P  
U85 ARRVD

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14:46:10 08/01/2014 - STEVENS P  
P208 PEARRYGIN LAKE HAS BEEN CLEARED OF ALL BOATERS  
14:53:15 08/01/2014 - STEVENS P - From: BUZZARD O  
LEVEL 3 TWIN LAKES RD TO WANDLING RD  
15:00:15 08/01/2014 - STEVENS P  
SUMMER ADV D "RON" 19792 HWY 20 REFUSING TO LEAVE  
15:15:42 08/01/2014 - WHITLEY M - From: DAVIS G  
NEED PW TO CLOSE TWIN LAKES RD AT WOLF CREEK, AND ELBOE COULEE AT TWISP RIVER  
15:35:54 08/01/2014 - WHITLEY M - From: ROGERS F  
ADV SUN MTN TO EVAC  
15:40:49 08/01/2014 - GODDARD C  
EVERGREEN IGA TO SOUTH HWY 20  
15:40:54 08/01/2014 - GODDARD C  
CLOSED  
15:43:24 08/01/2014 - WHITLEY M  
SUN MTN BRETT ADV D THEY NEED TO EVACUATE LOC  
15:55:06 08/01/2014 - GODDARD C  
TWIN LAKES DEVELOPMENT  
16:07:00 08/01/2014 - WHITLEY M - From: BUDROW PAUL  
AT PEARRYGIN LAKE, WILL BE CONTACTING IC, AND F601  
16:07:16 08/01/2014 - WHITLEY M - From: BUDROW PAUL  
DOING LEVEL 2 IN AREA NOW  
16:09:06 08/01/2014 - WHITLEY M  
B352,T341 ENRT  
16:19:15 08/01/2014 - WHITLEY M  
B331 ENRT  
16:19:20 08/01/2014 - WHITLEY M  
E15611 ENRT  
16:19:23 08/01/2014 - WHITLEY M  
B711 ENRT  
16:24:43 08/01/2014 - WHITLEY M  
B1511 ENRT.  
16:34:47 08/01/2014 - WHITLEY M  
B1531 ENRT.  
16:35:22 08/01/2014 - WHITLEY M  
802,801 GOING UP BEAR CREEK, 801 FROM TOP DOWN.MYSELF WORKING UP.  
17:15:40 08/01/2014 - WHITLEY M - From: SHEEHAN T  
BEAR CREEK NOTIFICATIONS DONE ENRT TO MEET AT HS  
17:16:08 08/01/2014 - WHITLEY M  
S652 MADE CONT W/ 105 TWIN LAKES DR, PACKING AND LEAVING  
17:36:41 08/01/2014 - WHITLEY M  
E1531 ENRT.  
18:05:38 08/01/2014 - WHITLEY M  
E1531 ARRVD  
20:17:25 08/01/2014 - WHITLEY M - From: MILLER S  
REQ RD CLOSURE AT SIGNAL HILL/RISING EAGLE @HWY 20  
20:30:11 08/01/2014 - WHITLEY M - From: MILLER S  
RD CLOSURES WILL BE AT SIGNAL HILL @HWY 20, RISING EAGLE RD @ HWY 20, HILL DR  
@HWY 20, AND WANDLING RD @TWIN LAKES RD  
20:43:20 08/01/2014 - WHITLEY M  
14-2913  
22:49:08 08/01/2014 - JOHNSON J - From: MILLER S  
NATIONAL GUARD AT SUN MT ON MCCLURE, MAY HAVE A NEED BUT HAVE OUR RADIOS  
Call type 1 reopened by ORTIZ S at 07:12:59 08/02/14  
07:43:55 08/02/2014 - ORTIZ S - From: MILLER S  
WINTHROP IS A LEVEL 1  
08:14:42 08/02/2014 - ORTIZ S - From: MILLER S

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ENRT LIBERTY BELL ICP FOR A MEETING  
08:58:40 08/02/2014 - ORTIZ S - From: MILLER S  
WILL BE OUT LIBERTY BELL FOR A COUPLE OF MEETINGS AVL BY CELL  
15:26:45 08/02/2014 - ORTIZ S - From: MILLER S  
POWER LINES DOWN TWIN LAKES & BYRON

## UNIT HISTORY

Unit	Time/Date	Code
	13:49:32 08/01/14	RCVD
	13:55:36 08/01/14	RCVD
	07:12:57 08/02/14	
	07:12:59 08/02/14	RCVD
801	16:04:56 08/01/14	ARRV
801	19:03:01 08/01/14	BUSY
802	17:15:36 08/01/14	ASSG
802	19:39:31 08/01/14	CMPL
B1511	17:00:47 08/01/14	ENRT
B1511	23:32:36 08/01/14	CMPL
E1511	16:49:04 08/01/14	ENRT
E1511	17:00:47 08/01/14	ENRT
E1511	22:24:46 08/01/14	RETR
E1511	23:26:35 08/01/14	CMPL
E631	14:11:56 08/01/14	ENRT
E631	14:48:59 08/01/14	ARRV
E631	01:19:38 08/02/14	CMPL
F604	13:55:07 08/01/14	ARRV
F604	01:19:38 08/02/14	CMPL
F631	13:54:14 08/01/14	PAGE
F631	13:54:26 08/01/14	PAGE
F631	14:24:39 08/01/14	ARRV
F631	01:19:38 08/02/14	CMPL
F641	13:54:14 08/01/14	PAGE
F641	13:54:26 08/01/14	PAGE
F641	14:24:39 08/01/14	ARRV
F641	01:19:38 08/02/14	CMPL
F651	14:02:12 08/01/14	PAGE
F651	14:18:35 08/01/14	ACKN
F651	14:18:37 08/01/14	ENRT
F651	01:19:38 08/02/14	CMPL
FS851	14:03:13 08/01/14	AREA
FS851	23:32:19 08/01/14	CMPL
S177	13:55:46 08/01/14	ENRT
S177	14:48:26 08/01/14	AREA
S177	23:32:19 08/01/14	CMPL
T641	14:11:56 08/01/14	ENRT
T641	01:19:38 08/02/14	CMPL
U1	14:00:43 08/01/14	AREA
U1	23:11:45 08/01/14	OFFD
U10	14:25:50 08/01/14	ENRT
U10	19:26:17 08/01/14	AVL
U10	19:37:57 08/01/14	CMPL
U11	20:41:48 08/01/14	ASSG
U11	21:24:14 08/01/14	CMPL
U18	14:00:43 08/01/14	AREA



10/25/14 OKANOGAN COUNTY SHERIFF'S OFFICE COMMUNICATIONS  
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U18	19:27:34	08/01/14	CMPL
U18	08:59:20	08/02/14	ASSG
U18	08:59:24	08/02/14	ARRV
U18	12:15:15	08/02/14	NOTE
U18	13:00:28	08/02/14	NOTE
U18	14:49:23	08/02/14	AREA
U28	16:37:37	08/01/14	ENRT
U28	19:46:22	08/01/14	CMPL
U3	14:00:43	08/01/14	AREA
U3	14:03:03	08/01/14	VHIN
U3	18:20:08	08/01/14	BUSY
U3	19:18:24	08/01/14	CMPL
U85	14:09:40	08/01/14	ENRT
U85	14:43:13	08/01/14	ARRV
U85	21:50:42	08/01/14	ARRV
U85	23:21:42	08/01/14	CMPL
U85	07:13:14	08/02/14	ASSG
U85	07:13:22	08/02/14	ENRT
U85	08:14:33	08/02/14	ENRT
U85	08:58:24	08/02/14	ARRV
U85	16:46:16	08/02/14	CMPL
U85	17:17:17	08/02/14	ASSG
U85	17:25:49	08/02/14	ENRT
U85	18:16:36	08/02/14	CMPL

## RESPONDING OFFICERS

Unit	Officer
801	BUDROW PAUL
802	SHEEHAN T
B1511	B1511
E1511	E1511
E631	E631
F604	F604
F631	F631
F641	F641
F651	F651
FS851	FS851
S177	S177
T641	T641
U1	ROGERS F
U10	DAVIS G
U11	BLAKE M
U18	BUZZARD O
U28	GONZALEZ G
U3	RODRIGUEZ D
U85	MILLER S

## INVOLVEMENTS

Type	Record#	Date	Description	Relationship
FR	F14-01362	08/01/14	EOC LEVEL 3 F14-01362	Initiating Call
FR	F14-01363	08/01/14	EOC LEVEL 3 F14-01363	Initiating Call
FR	F14-01364	08/01/14	EOC LEVEL 3 F14-01364	Initiating Call
FR	F14-01366	08/01/14	EOC LEVEL 3 F14-01366	Initiating Call

10/25/14  
11:29OKANOGAN COUNTY SHERIFF'S OFFICE COMMUNICATIONS  
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FR	F14-01367	08/01/14	EOC LEVEL 3	F14-01367	Initiating Call
LW	P14-0421	08/01/14	EOC LEVEL 3	P14-0421 19800	Initiating Call
LW	E14-00028	08/01/14	EOC LEVEL 3	E14-00028 19800	Initiating Call
LW	S14-04963	08/01/14	EOC LEVEL 3	S14-04963 19800	Initiating Call

10/25/14 OKANOGAN COUNTY SHERIFF'S OFFICE COMMUNICATIONS  
11:29 Main Radio Log Table:

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Radiolog Transcriptions 1 through 25 for Call 233157

Time/Date	Typ	Unit	Code	Zone	Agnc	Description
18:16:36 08/02/14	1	U85	CMPLT	LSS	EOC	incid#=E14-00028 Completed Cal
17:25:49 08/02/14	1	U85	ENRT	LSS	EOC	OKANOGAN, call=121
17:17:17 08/02/14	1	U85	ASSGN	LSS	EOC	incid#=E14-00028 Assigned to a
16:46:16 08/02/14	1	U85	CMPLT	LSS	EOC	incid#=E14-00028 Reassigned to
14:49:23 08/02/14	1	U18	AREA	LSS	OCSO	LITTLE BRIDGE CR, call=121
13:00:28 08/02/14	1	U18	NOTE	LSS	OCSO	SIGN RAN OVER ON WANDLING RD
12:15:15 08/02/14	1	U18	NOTE	LSS	OCSO	CHECKING IN
08:59:24 08/02/14	1	U18	ARRVD	LSS	OCSO	incid#=S14-04963 LIBERTY BELL
08:59:20 08/02/14	1	U18	ASSGN	LSS	OCSO	incid#=S14-04963 Assigned to a
08:58:24 08/02/14	1	U85	ARRVD	LSS	EOC	incid#=E14-00028 LIBERTY BELL
08:14:33 08/02/14	1	U85	ENRT	LSS	EOC	incid#=E14-00028 LIBERTY BELL
07:13:22 08/02/14	1	U85	ENRT	LSS	EOC	incid#=E14-00028 CO call=121
07:13:14 08/02/14	1	U85	ASSGN	LSS	EOC	incid#=E14-00028 Assigned to a
07:12:59 08/02/14	1		RCVD	LSS	OCSO	Call 121 changed from INPUT to
07:12:57 08/02/14	1			LSS	OCSO	Call type 1 reopened and assig
01:19:38 08/02/14	f	E631	CMPLT	FS06P		incid#=F14-01362 Completed Cal
01:19:38 08/02/14	f	F604	CMPLT	FS06P	WIFD	incid#=F14-01363 Completed Cal
01:19:38 08/02/14	f	F631	CMPLT	FS06P	TWFD	incid#=F14-01362 Completed Cal
01:19:38 08/02/14	f	F641	CMPLT	FS06P	WIFD	incid#=F14-01363 Completed Cal
01:19:38 08/02/14	f	F651	CMPLT	FS06P	MZFD	incid#=F14-01364 Completed Cal
01:19:38 08/02/14	f	T641	CMPLT	FS06P		incid#=F14-01363 Completed Cal
23:32:36 08/01/14	f	B1511	CMPLT	FS06P		incid#=F14-01367 Completed Cal
23:32:19 08/01/14	1	FS851	CMPLT	LSS		incid#=S14-04963 Completed Cal
23:32:19 08/01/14	1	S177	CMPLT	LSS	OCSO	incid#=S14-04963 Completed Cal
23:26:35 08/01/14	f	E1511	CMPLT	FS06P		incid#=F14-01367 Completed Cal

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**WildCAD Incident Card - Northeast Washington Interagency Communications Center: WA-NES 2014-819**  
*"RISING EAGLE ROAD - SO" Wildfire 08/01/2014 13:57:00 Order Number: WA-NES-819*  
Area 19 (Upper Methow)

**Reporting Party:** DIV 4 JEFF DIMKE

### **Initial Report On Conditions:**

1/2 ACRE RUNNING UPHILL @ MILE MARKER 198

**Initial Location:** OKANOGAN COUNTY - WINTHROP

Lat: 48°29',41.28", Lon: 120°14',14.63", T35N, R21E, NWNE Sec 32

**Actual Location (10/01/2014 16:24):** OKANOGAN COUNTY - WINTHROP

Lat: 48°24',43.92", Lon: 120°8',43.09", T34N, R21E, SESE Sec 25

**Incident Notes:**

DO: SMITH, DONNY - SO 26

RECIP OWF - E-CARD SUPPLIES, H-CARD AIR

**Dispatcher:** JULIANA RUSSELL **Status:** Closed **Sub-Type:** DNR Classified

**DNR Classified:** 258

**Investigator:** SALTSMAN, GREG

**Recip with::** OWF

### **Mutual Aid with: WFS**

**Job Codes:** PNH97M - 1502 AEU – 221

### **Web Comment:**

BEING MANAGED BY TYPE 1 TEAM - MANAGING CARLTON COMPLEX - IN 534

**Timer:** Closed Timer for Resource AA 53L

8/1/2014 7:33:51 PM LK OK: Callsign: N-1353L Registration: N1353L Lat: 48°10.938' Long: -118°26.100' Heading: 112°true Altitude: 6,831' msl Speed: 165 knots Time: 08/01/2014

19:32:05 GMT-0700

8/1/2014 7:49:24 PM LK OK:

**Timer:** Closed Timer for Resource AA 27LK

8/1/2014 5:53:49 PM LK OK: Callsign: N-27LK Registration: N27LK Lat: 48°0.828' Long: -117°47.520' Heading: 98°true Altitude: 6,726' msl Speed: 150 knots Time: 08/01/2014

17:52:23 GMT-0700

**Timer:** Closed Timer for Resource AA 53L

8/1/2014 4:20:49 PM LK OK: Callsign: N-1353L Registration: N1353L Lat: 48°9.066' Long: -118°30.660' Heading: 281°true Altitude: 6,706' msl Speed: 167 knots Time: 08/01/2014

16:18:52 GMT-0700

8/1/2014 4:38:01 PM LK OK: Callsign: N-1353L Registration: N1353L Lat: 48°27.438' Long: -119°32.220' Heading: 107°true Altitude: 8,888' msl Speed: 117 knots Time: 08/01/2014

16:36:47 GMT-0700

**Incident Commander(s):**

08/01/2014 1553 MORGAN, JOHN Effective ARRIVAL NE 22

08/30/2014 1148 BLUME, PETE Effective TYPE 1 IC, MANAGING CARLTON COMPLEX.

**Resource Details:**

**Butterfiel:**

Responding at 8/1/2014 2:05:08 PM, On Scene at 8/1/2014 3:24:49 PM, Released at 8/2/2014 10:45:53 AM

**SMKY 23:**

Responding at 8/1/2014 2:13:29 PM, On Scene at 8/1/2014 2:44:56 PM, Released at 8/2/2014 10:45:54 AM

**SMKY 36:**

Responding at 8/1/2014 2:38:49 PM, On Scene at 8/1/2014 2:44:56 PM, Released at 8/2/2014 10:45:53 AM

**SMKY 40:**

Responding at 8/1/2014 2:05:08 PM, On Scene at 8/1/2014 2:54:30 PM, Released at 8/2/2014 10:45:53 AM

**INCIDENT NUMBER: 14-V-AEU****COUNTY: OKANOGAN****SMKY 66:**

Responding at 8/1/2014 2:05:08 PM, On Scene at 8/1/2014 3:24:49 PM, Released at 8/2/2014 10:45:53 AM

**SMKY 85:**

Responding at 8/1/2014 2:38:49 PM, On Scene at 8/1/2014 2:44:55 PM, Released at 8/2/2014 10:45:53 AM

**SO 25:**

Responding at 8/1/2014 2:38:27 PM, On Scene at 8/1/2014 3:39:18 PM, Released at 8/1/2014 11:00:15 PM

**SO 224:**

Responding at 8/1/2014 3:55:33 PM, On Scene at 8/1/2014 4:35:07 PM, Returning at 8/1/2014 11:00:41 PM, Released at 8/1/2014

11:22:49 PM, Responding at 9/6/2014 11:21:45 AM, On Scene at 9/6/2014 12:09:30 PM, Released at 9/6/2014

4:00:28 PM, Responding at 9/12/2014 3:20:38 PM, On Scene at 9/12/2014 3:20:41 PM, Released at 9/12/2014 4:22:22 PM

**SO 225:**

Responding at 8/1/2014 2:05:08 PM, On Scene at 8/1/2014 2:54:30 PM, Returning at 8/1/2014 11:00:41 PM, Released at 8/2/2014

12:36:52 AM

**SO 242:**

Responding at 8/1/2014 2:14:54 PM, On Scene at 8/1/2014 2:44:55 PM, Returning at 8/1/2014 11:00:42 PM, Released at 8/2/2014

12:37:02 AM

**SO 244:***Responding at 8/1/2014 2:22:25 PM, On Scene at 8/1/2014 2:22:29 PM, Released at 8/2/2014 12:37:16 AM***SW 015:***Responding at 8/1/2014 3:56:04 PM, On Scene at 8/1/2014 4:35:07 PM, Released at 8/2/2014 8:56:52 AM***SW 641:***Responding at 8/1/2014 3:55:53 PM, On Scene at 8/1/2014 4:35:07 PM, Released at 8/2/2014 8:57:36 AM***DNR 31:***Responding at 8/2/2014 8:53:25 AM, Released at 8/3/2014 12:14:07 AM***DNR 33:***Responding at 8/2/2014 8:53:33 AM, Released at 8/3/2014 12:14:07 AM***NE 22:***Responding at 8/1/2014 2:16:37 PM, On Scene at 8/1/2014 2:57:58 PM, Released at 8/2/2014 10:45:54 AM***AA 27LK:***Responding at 8/1/2014 5:38:39 PM, Released at 8/1/2014 7:20:22 PM***AA 53L:***Responding at 8/1/2014 4:03:20 PM, On Scene at 8/1/2014 5:38:33 PM, Released at 8/1/2014 8:39:04 PM***R339:***Responding at 8/1/2014 2:45:56 PM, On Scene at 8/1/2014 4:03:13 PM, Released at 8/1/2014 7:37:46 PM***R344:***Responding at 8/1/2014 2:45:50 PM, On Scene at 8/1/2014 4:03:13 PM, Released at 8/1/2014 8:39:03 PM***T-260:***Responding at 8/1/2014 2:45:36 PM, On Scene at 8/1/2014 4:03:13 PM, Released at 8/1/2014 8:39:04 PM***T-262:***Responding at 8/1/2014 2:45:24 PM, On Scene at 8/1/2014 4:03:13 PM, Released at 8/1/2014 8:39:04 PM***T-264:***Responding at 8/1/2014 2:45:03 PM, On Scene at 8/1/2014 4:03:14 PM, Released at 8/1/2014 8:39:04 PM***T-852:***Responding at 8/1/2014 2:44:52 PM, On Scene at 8/1/2014 4:03:13 PM, Released at 8/1/2014 8:39:04 PM***T-885:***Responding at 8/1/2014 2:44:47 PM, On Scene at 8/1/2014 4:03:13 PM, Released at 8/1/2014 8:39:04 PM***T-890:***Responding at 8/1/2014 2:44:42 PM, On Scene at 8/1/2014 4:03:13 PM, Released at 8/1/2014 8:39:04 PM*

<b>Entry Date/Time</b>	<b>From</b>	<b>To</b>	<b>Details</b>
08/01/2014 14:00:28	SO 244	JR	ETA OF 12 MIN CAN SEE BLACK COLUMN
08/01/2014 14:02:07	SO 225	JR	30 MIN ETA HAVE, PER DO RESPOND ALONG WITH 2 STRIKE TEAM ENGINES AND OH
08/01/2014 14:03:24	SO 26	JR	WOULD LIKE TO LAUNCH ROTOR
08/01/2014 14:04:34	LK	THORPE	GAVE COORDINATES
08/01/2014 14:04:44	NE 22	SODO	WE ARE WORKING IT BETWEEN SIGNAL HILL AND HWY 20 IT IS RUNNING TO THE NORTH AND WEST W/ AT LEAST ONE SPOT 100 YARDS NORTH OF IT - IT IS AT LEAST 3-4 ACRES
08/01/2014 14:05:51	AA	JR	CARLTON ORDERING RETARDANT FROM MOSES
08/01/2014 14:09:40	SO 26	JR	VIA PHONE ORDERING GROUND RESOURCES FROM THE CARLTON COMPLEX, 2 STRIKE TEAMS IF AVAILABLE, AND ANY AIR AVAILABLE IN OMAK
08/01/2014 14:10:52	SO 244	JR	ON SCENE
08/01/2014 14:11:54	SO 242	JR	EN ROUTE WITH REMAINING 3 STRIKE TEAM ENGINES 30 MIN ETA
08/01/2014 14:12:17	NE 22	JR	EN ROUTE WITH 10 MIN ETA WILL TRY TO SET UP UNIFIED COMMAND
08/01/2014 14:12:35	JJ	JR	GOT AHEAD OF CC COMMUNICATIONS THEY ARE SENDING PEOPLE UP



**INCIDENT NUMBER: 14-V-AEU****COUNTY: OKANOGAN**

Entry Date/Time	From	To	Details
08/01/2014 14:14:19	SO DO	JR	WOULD LIKE TO ORDER 2 CLOSEST DOZERS AND OH TO GO ALONG WITH THEM , REFER TO NE 22 OFR STAGING LOCATIONS
08/01/2014 14:17:46	NE 22	JR	FOR THE DOZERS, WHEN THEY GO UP HWY 20 BEFORE MM 197 THERE ARE 2 SEPARATE PULLOUTS. THEY CAN PARK AND THEN THEY CAN GO UP ROAD 1/2 MILE FOR STAGING
08/01/2014 14:20:35	R339	LK	OFF OMK ENROUTE 3 SOB 2+20 FOB, 15 MIN ENROUTE - COPIES AIR TO GROUND - NOT YET POSITIVE AFF
08/01/2014 14:21:16	R344	LK	R344 OFF OMAK AT 1414 4 SOB, 2 FOB, 12 MIN ETE - POS AFF
08/01/2014 14:23:57	AA	CP	HAVE AT LEAST A DOZEN THREATENED WITH IN FIRST HALF MILE AND THEN ANOTHER COMMUNITY FURTHER OUT ABOUT 20 MORE - ORDER HEAVIES
08/01/2014 14:27:13	R 339	CP	ADVISED TO RECYCLE THEIR AFF
08/01/2014 14:29:10	R339	LK	AT THIS TIME INCONTACT WITH AA ON 124.125 - FF LOCALLY
08/01/2014 14:36:56	JJ	OPS	GOT AHOLD OF JOHN FROM CARLTON COMPLEX - THEY ARE SENDING TWO DOZERS, 1 DOZB, 2 STRIKE TEAMS OF ENGINES AND OH. RELAYED TO SO26
08/01/2014 14:39:31	SO 25	JR	EN ROUTE WITH 30 MIN ETA
08/01/2014 14:41:33	JJ	NE1	HE IS AWARE OF THE FIRE AND CAN SEE IT. WANTED TO KNOW IF WE HAD ORDERED RETARDANT.
08/01/2014 14:41:44	T 885	CP	OFF DEW -> 819, 1 SOB, 4 FOB, +AFF, GAVE UPDATED COORDS
08/01/2014 14:42:21	T885	LK	44 MIN ENROUTE -
08/01/2014 14:43:33	T852	LK	1 SOB, 4 FOB OFF SHORTLY, HAVE UPDATED COORDS
08/01/2014 14:43:40	T 890	CP	OFF DEW -> 819, 1 SOB, 4 FOB, 1 ETE, + AFF, HAVE UPDATED COORDS
08/01/2014 14:44:25	SO 242	JR	MYSELF AND 3 SMOKEY STRIKE TEAM ENGINES HAVE ARRIVED BRUSH 85, 36 AND 23
08/01/2014 14:45:58	JJ	DNR33	JUST PULLING INTO WORK CENTER - RELAYED NEED FOR INVESTIGATOR. HE WILL CALL WHEN HE GETS IN.
08/01/2014 14:46:18	T852	LK	OFF DEW 2 MINUTES AGO
08/01/2014 14:48:37	S260	LK	2 SOB, 5 FOB, 40 ETE - POSITIVE AFF
08/01/2014 14:49:42	2ZZ	LK	OFF OMAK 2 SOB, 4 FOB - RETURNING FOR N CARLTON AA
08/01/2014 14:50:53	NE 22	JR	PRETTY CONFUSING HERE, TRYING TO LOCATE SOME TIPE OF CONTROL HOPE YOU GETTING FOOD INTEL FROM AIR, ,PER JR WILL CHECK ON SIZE UP FROM AIR
08/01/2014 14:50:56	T890	LK	LOAD ON BOARD
08/01/2014 14:51:35	CP	SCOOPERS	THEY CAN SCOOP OMK LAKE ONE TIME
08/01/2014 14:51:47	FIRE BOSSE	LK	ALL HAVE LOAD ON BOARD
08/01/2014 14:53:23	JR	CELESTE	REQUESTING SIZE UP FROM AIR
08/01/2014 14:53:26	AA	LK	T879 APPROX 5 MIN OUT, ALL FIRE BOSSES APPROX 30 MINUTES, S260 WILL BE ABOUT 40 MIN OUT
08/01/2014 14:54:17	SO 225	JR	HAVE ARRIVED ON SCENE WITH BRUSH 44 OTHER ENGINE AND STL LEADER
08/01/2014 14:55:07	S262	LK	2 SOB, 4 FOB, 50 MIN TO FIRE - POSITIVE AFF - GAVE UPDATED COORDINATES - CONFIRMED DOES HAVE
08/01/2014 14:56:50	S264	LK	OFF DEW AT 1452 - 2 SOB, 5 FOB, WITH NEW COORDS - POSITIVE AFF
08/01/2014 14:57:16	JR	NE 22	WILL GET SIZE UP INTEL FROM AIR AS SOON AS I HAVE IT, PER NE 22 SO 242, AND STRIKE TEAM ENGINE WILL BE TYING IN WITH RFD FOR STRUCTURE PROTECTION
08/01/2014 14:57:44	BRUSH 40	JR	HAS ARRIVED ON SCENE
08/01/2014 14:58:17	NE 22	JR	CAN I GET AN ETA ON DOZERS?
08/01/2014 14:59:56	JJ	DNR33	WILL HAVE TO GO HOME AND GET STUFF. DNR31 WILL PROBABLY BE HEADED THERE SHORTLY. -ASKED HIM TO COME AND GIVE ETA ON BREWSTER
08/01/2014 15:01:14	JR	NE 22	PER JILL THE DOZERS ARE COMING FROM THE CARLTON COMPLEX AND THEY ARE BEING PULLED OFF FIRE, THEREFORE WE DO NOT HAVE AN ETA OR NAMES
08/01/2014 15:01:50	NE 22	JR	NAME WILL BE RISING EAGLE ROAD, NO IDEA HOW MANY ACRES BUT STILL PUSHING TO NORTH , THERE HAVE BEEN STRUCTURES LOST
08/01/2014 15:03:30	DNR33	JJ	WILL BE HEADED THAT WAY - 1800 - ETA

**INCIDENT NUMBER: 14-V-AEU****COUNTY: OKANOGAN**

Entry Date/Time	From	To	Details
08/01/2014 15:08:40	SO 26	NE 22	25 IS ON HIS WAY -LOOKING FOR AN UPDATE BREWSTER NOT COMING IN WELL, PER NE 22-- GUESSING 100 + ACRES BURNING DOWN TO HWY 20 ON EST AND BURNING TO THE NORTH. PER SO 26 HAS AIR BEEN HELPING? PER NE 22 -YES BUT FIRE STILL MOVING. PER DO STRUCTURES? PER NE22 ONE LOST FOR SURE, ENGINES YOU SENT ARE DOING STRUCTURE PROTECTION ON THE EAST
08/01/2014 15:09:00	CARLTON AA	CP	@ 1435, ADVISED OVER THE NEW FIRE, CURRENTLY HAVE NUMEROUS HELICOPTERS WORKING THE FIRE. 15-20 ACRES. STRUCTURES THREATENED. ORDER ALL RETARDENT AND AIRCRAFT FROM DEW, OMK AND MOSES
08/01/2014 15:14:11	JJ	Email	Email NES-2014-819 RISING EAGLE ROAD - SO: NEW WILDFIRE, 20+ ACRES, STRUCTURES THREATENED, RUNNING, T890, T885, T260, T852, T262, T264, R344, R339, AA, 4 ST ENG, Sent to: DNR Fire Group group
08/01/2014 15:25:20	AA 9CS	LK	HAS TRANSITIONED WITH 2ZZ - WILL BE REFUELING IN OMK AND THEN GOING BACK UP TO MONITOR CARLTON
08/01/2014 15:26:16	LK	9CS	STATUS? - HAVE APPROX 200-300 ACRES - SEVERAL STRUCTURES LOST AND SEVERAL MORE THREATENED - INTENSE FIRE BEHAVIOR - INTO TIMBER AND MORE STRUCTURES WITHIN THE TIMBER
08/01/2014 15:28:26	SO 26	SO 25 NE22	NO CONTACT
08/01/2014 15:31:22	JR	NE 22	RELAYED INTEL FROM AIR
08/01/2014 15:32:38	SO 26	JR	TRYING TO GET AHOLD OF NE 22 TRYING TO GET IDEA OF RESOURCESS NEEDED AND AND IF CALLING TYPE THREE
08/01/2014 15:34:50	JJ	Email	Email NES-2014-819 RISING EAGLE ROAD - SO: FIRE UPDATE: NEAR TWISP, 200-300 ACRES, STRUCTURES LOST, MORE THREATENED, FIRE RUNNING, INTENSE FIRE BEHAVIOR. RESOURCES ON SCENE. Sent to: DNR Fire Group group
08/01/2014 15:35:00	JR	NE 22	RELAYED INFO FROM SO 26, PER NE 22 SO 26 HAS GOTTEN AHOLD OF HIM AND THEY ARE WORKING OUT DETAILS, ALSO SO 25 IS CONFIRMED ON SCENE
08/01/2014 15:39:10	BUTTERFIEL	SO 225	ARE YOU COMMITTED? PER SO 225 YES ACTIVELY PROTECTING A STRUCTURE WITH SO 242
08/01/2014 15:50:45	JR	NE 22	CONFIRMING YOU ARE THE IC. PER NE 22 YES. PER JR AIR TO GOUND FREQUENCY IS 167.950 IC COPIES
08/01/2014 15:52:38	SO 26	IC	MYSELF AND 3 ENGINES ARE ON THIS SIDE OF LOOP IF YOU NEED MORE BODIES PER IC DONT STRIP YOURSELF, JUST SEND WHAT YOU CAN SPARE, PAST MILE POST 197 THERE IS A PULL OFF AND STAGE THERE. SO 26 COPIES
08/01/2014 15:56:37	SO 224	JR	MYSELF AND SW STRIKE TEAM ENGINES 641 AND 015 ARE EN ROUTE WITH 40 MIN ETA
08/01/2014 16:02:08	53L	LK	OFF DEW 2 SOB, 4 FOB, 54 MIN ETE - POSITIVE AFF
08/01/2014 16:08:58	DOT	LK	PAUL WOLFE WITH THE DIVISION OF AIRCRAFT MANAGEMENT DEPT OF TRANSPORTATION IS THE MANAGER FOR THE METHOW VALLEY AIRPORT AND IS GOING TO CLOSE THE AIRPORT EXCEPT FOR EMERGENCY OPERATIONS - HE WILL FILE A NOTAM AS HE EXPECTS US TO EXPAND THE TFR TO COVER THE AIRPORT
08/01/2014 16:09:58	JR	IC	3X NO CONTACT
08/01/2014 16:19:39	IC	SO 26	I CAME UP WITH A LUNCH COUNT, ARE YOU AVAIL TO FIGURE OUT LOGISTICS? PER SO DO YES WHAT IS COUNT PER IC 25 PLUS STRIKE TEAM AND SO 225 ENGINE. PER DO I CAN DO THAT AND GET BACK TO YOU
08/01/2014 16:25:24	53L	LK	SWITCHING TO BREWSTER - 18 MIN OUT - ADVISED OF THE VLAT ORDER WITH LEAD
08/01/2014 16:26:13	IC 819	JR UPDATE	FIRE JUMPED TO EAST SIDE OF HWY 20 BACK NEAR ORIGIN, SENDING RESOURCES NOW TO WORK THAT SIDE
08/01/2014 16:27:19	53L	CP	18 MILES OUT, SWITCHING TO BREWSTER. ADVISED THAT VLAT IS BEING DIVERTED TO THIS FIRE
08/01/2014 16:36:00	SO 224	JR	MYSELF AND SW STRIKE TEAM ENGINES 641 AND 015 HAVE ARRIVED AT INCIDENT
08/01/2014 16:37:38	SO 224	IC	WE JUST PASSED MM 194 DO YOU WANT US TO STAGE AT 197, PER IC - THERE IS PULLOFF JUST PAST MM 197, STAGE THERRE SO 224 COPIED
08/01/2014 16:56:03	SO 26	IC	I GOT LUNCHES WATER AND GATORADE ORDERED FROM HANKS. ILL GET ON THE PHONE IN A BIT AND GET AN ETA

**INCIDENT NUMBER: 14-V-AEU****COUNTY: OKANOGAN**

Entry Date/Time	From	To	Details
08/01/2014 17:00:42	SO 26	JR S-1	40 FF DINNERS AT HANKS IN TWISP
08/01/2014 17:01:16	SO 26	JR S-2	20 CASES WATER AND 10 CASES GATORADE FROM HANKS IN TWISP
08/01/2014 17:04:17	SO 26	IC	I DOUBLE LUNCHEDED YOU AND GOT YOU 20 CASES OF WATER AND 10 OF GATORADE READY AT 1900
08/01/2014 17:05:05	SO 26	JR S-1	VIA PHONE, PLEASE MAKE IT 80 LUNCHEDES INSTEAD OF 40
08/01/2014 17:14:14	AA 53L	LK	HAVE TRANSITIONED WITH 2ZZ - UNFORTUNATELY HAVING SOME AVIONICS ISSUES AND NEED ANOTHER AA - DOWN TO ONE VICTOR RADIO
08/01/2014 17:27:01	IC	JR	WILL BE ON THE PORTABLE FOR A BIT, IF YOU NEED ME JUST KEEP TRYING
08/01/2014 17:36:28	27 LK	LK	OFF DEW -> 819, 2 SOB, 4 FOB, 1 HR ETE, +AFF
08/01/2014 17:51:06	27LK	LK	JUST SPOKE WITH 2ZZ OVER THE FIRE AND THEY SAY THEY HAVE COVERAGE OVER FIRE AND DON'T THINK WE NEED TO CONTINUE. THEY HAVE WORKED OUT FLIGHT TIME FOR COVERAGE OVER FIRE
08/01/2014 17:53:51	JJ	LOG	RECEIVED STATE MOBE APPROVAL FOR FIRE - CALLED RON WONCH - THEY NAMED IT DIFFERENT UNDER STATE MOBE - TALKED TO BILL AT WSP AND THEY WILL BE CHANGING THE NAME FOR STATE MOBE TO BE THE SAME AS OURS.
08/01/2014 17:57:42	DIMKE	JJ	FIRE HAS CALMED DOWN SOME - 4 PRIMARY RESIDENCES - FLAT TIRE, HOT BRAKE, WAS CAUSE - WHAT HE HEARD. STILL ABOUT 300 ACRES. HAS LEFT SIDE OF FIRE FLANKED FOR ABOUT 1 MILE.
08/01/2014 18:02:57	27LK	CP	OTG DEW
08/01/2014 18:10:53	N AA	CP	1 LOAD OUT OF THE VLAT, RELEASE THE SEAT
08/01/2014 18:25:35	T-910	CP	OFF MOSSES -> FIRE, 3 SOB, 2+30 FOB, 15 ETE, +AFF
08/01/2014 18:34:17	T 264	CP	DOWN MECHANICAL IN OMK
08/01/2014 18:41:11	S260	LK	OFF FIRE GOING TO MOSES FOR FUEL AND THEN GOING TO DEW
08/01/2014 18:53:07	JR	IC	ASKING FOR AN UPDATE PER IC - A COUPLE HUNDRED ACRES, THE FIRE HAS SETTLED DOWN TREMENDOUSLY, WE ARE IN TRANSITION TRYING TO DECIDE IF TEAM WILL TAKE FIRE OR WE ARE GOING TO KEEP IT.
08/01/2014 18:59:02	T885	LK	HAVE BEEN RELEASED AND HEADING BACK TO DEW
08/01/2014 19:14:50	T852	LK	HAVE BEEN RELEASED TO DEW - 50 MIN ETE
08/01/2014 19:16:33	AA53L	LK	OFF OMK ENROUTE TO DEW - 2 SOB, 3 FOB, 35 MIN ENROUTE - POSITIVE AFF
08/01/2014 19:17:22	T 852	CP	RELEASED AND RETURNING DEW, AFTER REFUELING IN EAT - 40 ETE
08/01/2014 19:18:19	AA 2ZZ	LK	S262 COMING IN - IS THIS THE LAST OF THE SCOOPERS?
08/01/2014 19:19:31	T 890	CP	"GOING HOME"
08/01/2014 19:23:58	2ZZ	LK	S262 HAS MADE DROP AND RETURNING TO DEW
08/01/2014 19:28:02	S262	LK	HAVE BEEN RELEASED AND HEADING TO DEW WITH 50 MIN ETE - POS AFF
08/01/2014 19:29:30	R339	LK	ENROUTE TO EAT 3 SOB, 2+10 FOB, 45 ETE
08/01/2014 19:37:39	R339	LK	HAVE HANDED OFF TO EAT FOR FF
08/01/2014 19:41:54	T260	CP	OFF MOSES -> DEW, 2 SOB, 3 FOB, 23 ETE, +AFF
08/01/2014 19:47:13	IC	JJ SIZE UP	5 ACRES, RUNNING IN SAGE GRASS AND SCATTERED PINE, FL - 8-10, WIND 5-8 OUT OF SOUTH, FLAT, EAST, LEGAL - SESE OF 25, T34, R21. DNR, MORGAN, JOHN, ALL AIRCRAFT POSSIBLE, AND 3 STRIKE TEAMS OF ENGINES, 2 DOZERS, AND OH.
08/01/2014 19:48:31	IC	JJ PART 1	UI, SALTSMAN, LEGAL T34 R21 SECTION 25 SESE, WILL GET BACK WITH ACRE AND BREAKDOWN, RISING EAGLE ROAD, 8/1/14 AT 1345.
08/01/2014 19:50:51	IC	JJ	WILL BE KEEPING THE STRIKE TEAM AND SELF FOR TONIGHT THEN TURNING OVER THE FIRE. OKANOGAN WILL BE OPERATIONS FOR THE NIGHT - IS UNDER MANAGEMENT OF TEAM. IS TECHNICALLY SO FIRE STILL UNTIL FORMAL TRANSITION TO TEAM AT 0600.
08/01/2014 19:53:28	R344	LK	PILOT + 3, 2 FOB - 10 MIN TO ETE - POS AFF
08/01/2014 19:54:10	2ZZ	CP	OFF FIRE -> OMK, CONFIRMED THAT ALL OUR AIRCRAFT ARE RELEASED AND RETURNING TO BASE
08/01/2014 20:03:15	T890	LK	ON THE GROUND
08/01/2014 20:03:21	T852	LK	ON THE GROUND DEW
08/01/2014 20:04:19	R344	LK	ON THE GROUND DEW
08/01/2014 20:09:38	2ZZ	LK	ON THE GROUND OMAK

**INCIDENT NUMBER: 14-V-AEU****COUNTY: OKANOGAN**

Entry Date/Time	From	To	Details
08/01/2014 20:35:33	9CS	LK	OFF NCSB ENROUTE TO OMAK PILOT ONLY - 3 FOB, 15 MIN ETE, POS AFF
08/01/2014 20:42:35	JR	LOG S-3	3 DISPATCHER DINNERS AT SOUTH MAIN - COLVILLE
08/01/2014 20:46:58	BTTRFLD	JR	CAN YOU CALL SO 26 AND HAVE HIM CALL ME ON MY CELL. SO 26 COPIED DIRECT
08/01/2014 20:47:29	9CS	LK	ON THE GROUND OMAK
08/01/2014 21:14:22	SO 25	NE 22	CAN YOU CHECK WITH NIGHT BRANCH TO SEE WHAT THEY HAVE FOR SLEEPING SO YOU AND THE CREWS CAN GET SOME REST? PER NE 22: YES
08/01/2014 22:58:47	E225	SD	RELEASED
08/01/2014 22:59:17	224	SD	RELEASED
08/01/2014 23:10:34	242	SD	RELEASED
08/02/2014 08:52:56	DNR 33	HL	MYSELF AND DNR 31 ARE EN ROUTE TO THIS INC THIS MORNING TO WORK ON THE INVESTIGATION - MEETING W/ DANIEL GREGORY THIS MORNING, ONCE WE ARE OVER THERE, COMMUNICATION W NEWICC WILL BE MINIMAL
08/03/2014 00:14:02	HL	LOG	DNR 31 AND DNR 33 WILL BE EN ROUTE TO INC # 865 IN THE AM - REMOVED FROM THIS INCIDENT FOR THE NIGHT
08/09/2014 14:50:23	JR	LOG	PER JILL JONES, THIS INCIDENT IS BEING MANAGED BY THE TYPE 1 TEAM THAT IS ALSO MANAGING THE CARLTON COMPLEX.
08/17/2014 12:11:53	JR	LOG	ENTERED HEADER IN EIRS
09/06/2014 11:22:18	SO 224	JR	EN ROUTE TO THIS INCIDENT
09/06/2014 12:09:23	SO 224	JR	WE HAVE ARRIVED AT INCIDENT
09/06/2014 16:00:22	SO 224	HL	WE HAVE COMPLETED OUR MISSION AND ARE BACK AT OUR VEHICLE
09/09/2014 12:49:34	SO26	JJ PART 1	UI, SALTSMAN, T34 R21 S25 NESW, 579.0 TOTAL, DNR 5.2, PRIVATE 573.8, DNR 579.0 RISING EAGLE ROAD, 8/1/ AT 1330
09/09/2014 12:50:18	SO26	JJ PART 2	1786, 98, 12, 1, 8/18/ AT 0900, 8/18 AT 0930
09/09/2014 12:54:51	SO26	JJ PART 3	NON COMMERCIAL, P PINE, GRASS AND SAGE, 71 HANDS, 194 DOZER, HOMES INSIDE - 6, OUTSIDE 20, 0 DAMAGED, 6 DESTROYED. OUTBUILDINGS, 10 OUTBUILDINGS 0 IN, 40 OUT, 0 DAMAGED, 10 DESTROYED, MERCH TIMBER 0000, NO, NO, N/A, YES, NO, ASSISTANCE - WFS - 6 OH - 8 HRS, 10 ENGINE - 8 HRS, 5 TENDERS - 8 HOURS. INITIAL ATTACK ONLY. FED - OH - 1 10 HOURS, ENGINES 2 FOR 10 HOURS, 1 10 PERSON HAND CREW FOR 10 HOURS.
09/09/2014 14:17:34	JR		Acres set to 579
09/12/2014 15:20:09	SO 224	JR	WE ARE AT THIS INCIDENT AND WILL BE AWAY FROM OUR VEHICLE FOR A SHORT WHILE
09/12/2014 16:22:15	SO 224	JR	WE ARE LEAVING INCIDENT AND WILL BE IN THE WINTHROP DISPATCH AREA
10/01/2014 16:23:48	DNR 33	VR	THE OFFICIAL LAT/LONG FOR THIS INCIDENT IS 48 24.738 BY 120 8.72 AND THE ELEVATION SHOULD BE 1768.
10/27/2014 10:47:01	SO 26	VR SIZEUP+	SLOPE WAS MIDDLE 3RD, 100%.
10/27/2014 10:49:50	SO 26	VR PART 3+	FIRE STARTER COUNTY WAS OKANOGAN.
12/17/2014 12:06:17	SALTMAN	JJ	CAUSE FOR THIS FIRE CONFIRMED AS MISC, OTHER, EQUIPMENT FAILURE - RIGHT SIDE BEARING FAILURE OF HUB ASSEMBLY ON A UTILITY TRAILER.
01/12/2015 13:33:24	SO26	JJ	ACCURATE INFORMATION FOR PART 3 DAMAGES: STRUCTURES - HOMES THREATENED INSIDE PERIMETER 27, 20 OUTSIDE PERIMETER, 6 DESTROYED, 0 DAMAGED, OUTBUILDINGS 37 INSIDE PERIMETER, 40 OUTSIDE PERIMETER, 0 DAMAGED, 10 DESTROYED,

**VOR**

1nm 163° S52: NCSB  
25nm 245° OMK: OMAK NDB  
59nm 150° YDC: PRINCETON  
60nm 182° ON: OKANAGAN ND  
61nm 343° EAT: WENATCHEE

**ATB**

380nm 359° MFR: MEDFORD AI  
381nm 351° LMT: KLAMATH FA  
411nm 355° SIY: SISKIYOU A  
427nm 357° SCV: FORT JONES  
483nm 353° RDD: REDDING AI

**Helibase**

379nm 002° MER: MERLIN HEL  
414nm 345° DVG: DEVIL'S GA  
421nm 000° HPC: HAPPY CAMP  
427nm 357° SCV: SCOTT VALL  
440nm 346° BBR: BIEBER HEL

**Initial Report On Conditions**

**Fuels:** SAGE, GRASS, PPINE **Acres:** 5 **W Speed:** 5-8 **Dir:** S **Slope:** FLAT **Aspect:** EAST  
**Spread:** RUNNING 8-10' **Complexity:** 3 **Jurisdiction:** DNR  
**Structures:** YES  
**Initial Strategy:** Full Suppression  
**Start Date/Time:** 8/1/14 @ 1330  
**Specific Cause:** UI  
**First Control Agency:** DNR  
**Action By:** DNR & Other Agencies  
**Effective Line:** 71 HAND, 194 DOZER  
**Discovered By:** Resident  
**Extreme Hazard:** No  
**Shutdown Zone:** 684  
**Level:** 5  
**Precaution Class:** 3  
**Ig Component:** 44  
**Temperature:** 98  
**RHumidity %:** 12  
**Assistance:** WFS 6 OH, 10 ENG, 5 TND -8 HRS FED 1 OH, 2 ENG, 1 10 MAN CREW - 10 HRS

**Fire Report Information**

**Fire #:** **SubUnit:** 2-SO **SubUnit #:**  
**Acres:** 579 **Size Class:** E **Elevation:** 1768 **Land Status:** PRI  
**Contain:** 8/18/2014 9:00:00 AM **Control:** 8/18/2014 9:30:00 AM **Out:**  
**Statistical Cause:** Not Determined **Specific Cause:** Other  
**Notes::** NEED PARTS 1, 2 AND 3 HEADER ONLY IN EIRS  
**Entered EIRS:** HEADER ONLY SUBJECT TO VERIFICATION JR



**INCIDENT NUMBER: 14-V-AEU**  
**INCIDENT NARRATIVE**

**COUNTY: OKANOGAN**

**STATE OF WASHINGTON**  
**DEPARTMENT OF NATURAL RESOURCES**

**INCIDENT NARRATIVE**

**INCIDENT NAME: Rising Eagle Road**

**INCIDENT NUMBER: 14-V-AEU**

**DATE OF INCIDENT: 08-01-2014**

**LOCATION: Section 25 SE SE, Township 34 North, Range 21 East, WM**

**PERSON WRITING REPORT: John Morgan**

**District: South Okanogan**

On 08-01-14 at approximately 1400 hours, I arrived on an estimated 5 acre fire along southwest side of State highway 20 approximately 4 miles northwest of Twisp, WA. Upon my arrival the fire was burning in grass and sage advancing upslope to the west and northwest being pushed by a moderate south wind at approximately 5-8 mph. I established unified command with Fire District 6 chief Don Waller, we briefed one another regarding the number of resources, their location on the fire, and current containment objectives. After the briefing, I assumed the role of Incident Commander for the Department of Natural Resources, while working in conjunction with Chief Waller. The Fire District 6 resources had already been assigned to protect structures, suppress the perimeter, and assess needs. Their suppression efforts started from the fire's origin area, working west to the ridge line, continuing north towards the head of the fire, as well as the east flank along highway 20. I assigned my resources to assist with that effort. The resources included one privately owned strike team(Smokey), with a leader as well as DNR engines 224, 225 and 242. Two other private engines(SW 15 and SW 641) arrived with DNR engine 242. The assignment for these resources included cold trailing, construction of hand line where needed, assess their needs, and to report back to me.

Air resources on this fire were directed by Air Operations chief from the Carlton Complex.

At approximately 1600 myself and South Okanogan 25(Fire Forester) met with team members from the Carlton Complex to discuss plans to turn the fire over to the complex. This took place at approximately 2030.

**COUNTY: OKANOGAN**

Department: DNR Case Number: 14-V-AEU  
Investigator: Greg Saltsman Type of Crime: Wildland Fire  
Date: 8/2/2014 Case Name: Rising Eagle Road  
Mp 198 Hwy 20 Twisp, WA  
Location

[illegible]

Submitted by: Arya Salomon