TIME	MAJOR EVENTS
	MVU 100427
1012	CRASH/RESCUE ORDERED. TO BE FILLED W/ E82 UNTIL IT CAN
	BE FILLED BEHIND W/ ANOTHER.
1035	RELIEF AA ORDERED TO BE @ RAAB 1230
	MAY BE REVISED TO OVER THE FIRE
1100	T82 HYDRALIC PRESSURE PROBLEM (PHIL CHECKING)
1110	NOTIFIED CHUCK HALL/PAC. EXEC. ABOUT TANKER STATUS
1120	AA-340 off 11:15 ETA 12:30
1125	E-82 (CRASH RESCUE) ON BASE
1220	T-95 radio problem / OUT OF SERVICE
1228	T-82 back up.
1229	15 min NE of Airport T-73 reported 090 x 11 miles
1300	New info - 060 x 11 miles Hwy 78 & Santa Ysa
1310	winds [illegible] strong - not effective (Drops)
1325	ALL AIRCRAFT ON BASE, OPERATIONS STOPPED
	ZERO VISIBILITY
1330	Hele module heading to Alexander Field
1350	Brief w all
1415	FF MALONE HELPING ANSWER NUMEROUS
	PHONE CALLS RE: WITCHCREEK FIRE
1545	HT-718 WAS INSTRUCTED TO NOT TAKE OFF PER
	CHIEF LUTZ
1350	SAFETY MEETING WITH BASE PERSONNEL + PILOTS
	(PILOTS TOOK LUNCH & REST)
1615	BRIEFING ABOUT TURBULENCE, VISIBILITY & SAFETY
	CONCERNS ALL BASE PERSONNEL & PILOTS
1615	HT-718 LAUNCHED THROUGH CLEARING SAFELY
1625	AA 500 WILL LAUNCH TO CHECK BOTH HARRIS
	& WITCH FIRE AN ADVISE SITUATIONS
1700	T-73, T-82 WILL LAUNCH TO WITCH FIRE TO
	ACCESS THE SITUATION AND POSSIBLY DROP
	RETARDANT THEN HEADING TO HMT
	AA-460 Harris or Witch
1828	H-538 LANded Ramona
	10/22/07
0600	PERS
0825	AA340 REQUESTED RELIEF AA OVER THE HARRIS
	FIRE @ 1130

TIME	MAJOR EVENTS
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	BE FILLED BEHIND W/ ANOTHER.
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	FIRE @ 1130

Deb Lutz & Trish Huston were both working the radio communications, aircraft flight times and answering phone calls. At 1300 a new fire was reported 1.5 mi. NE of Ramona Air Attack Base from Tanker 73. Within minutes of the initial report the radio traffic between tankers increased and the exact location of the fire was very sketchy. After the initial report Deb notified Dispatch via telephone. The aircraf that were assigned to MVU10427 made the decision to take immediate action on the new (WITCH) fire due to immediate structure threat and rapid rate of spread toward Ramona. The location of the fire was confirmed at 060×11 near Santa Ysabel. The air tankers (73, 82, 71, 70) made the decision that their drops were inaffectiv due to the winds and they weren't going to drop an it anymore.

090×11 from T-73

We heard over the [illegible] about a burnove on the Harris incident. The only tanker over the fire at that time was T-73

At approx 1315 T-82 notified me over the base radio that the correct location was 11 mi. NE of Ramona Hwy 78 × Witchcreek, and the fire "blew-up". Within minutes a large header of smoke was visible from the

to advise them of corrected location. I also notified Di Mortier that the size up per T82 "had blown up". She got upset and said "Who told you that? What do you mean it has blown up?" I repeated exactly what was relayed to me again.

The phones were ringing off the hook with public citizens asking questions. We were both answering phones, talking on the radios and keeping track of flight times. We were also relaying over the phones important information to Cleveland Dispatch. It was extremely busy in the tower. At 1350 the pilots met in the kitchen to have a safety briefing with base personnel. It was decided to shut-down base operations due to extremely poor visibility and extreme turbulence.

Attachment H

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