

FSPro Calibration on the Shantatilik Creek Fire (Kenai Peninsula)

Location: Soldotna, AK | Date: July 20, 2009 | Analyst: Rick Stratton (rstratton@fs.fed.us), Missoula, MT

Purpose

The purpose of this paper is to document the calibration process on the Shanta Creek Fire (#348) so that future analysts can benefit from this procedure and findings.

Background

The Shanta Creek Fire started by a lightning strike on June 30th on the Kenai National Wildlife Refuge. The ignition was located approximately 11 miles southeast of Soldotna, AK. Upland areas of beetle-killed spruce contributed significantly to the spread of the fire. Significant fire movement occurred in an ERC range between the 70th and 85th percentile.

Calibration - Inputs

- The July 6th a.m. **perimeter** was selected as the start with the 15th p.m. perimeter as the validation perimeter.
- The WFDSS Alaska 2009 **fuels** data was initially used (created from LANDFIRE vegetation and cross-walked to the 40 fuel models). Beetle-killed areas were not captured adequately, so significant fuel modifications were made (discussed below).
- The Kenai NWR **RAWS** (500963) was used for weather and Swanson River RAWS (500924) was used for winds.
- An extra bin was added to capture moderate conditions (50th percentile). This often a good idea when doing modeling in early or late in the fire season.
- NFDRS calculated dead **fuel moistures** were adequate, but live herbaceous and woody fuel moisture were altered. Herbaceous fuels were increased considerably. Woody fuel moisture was increased moderately.
- **Burn period** was increased from the default to account for the longer burn period.
- **Spotting** probability was increased from the default settings.

ERC Classes

Station Information

*Station ID: 500963 - KENAI NWR (27.4 miles)

*Green Up Month/Day: 05/08

*Grass Type: P: Perennial

*Climate Class: 2: Subhumid

*Slope Class: 1: 0 - 25%

Latitude: 60.59167 Longitude: 150.29583 Elevation: 400 feet Aspect: Flat Avg Precipitation: 17.30 inches Pos on Slope: Valley Bottom / Flat Forecast Zone: 8 Station Type: 4 - NFDRS Satellite

Date Filter

*Start Year: 1993 to 2009 and *Start Month/Day: 06/01 to *End Month/Day: 08/31

ERC Correlation Parameters

*Max Lag: 30 *Max Degree of Fit: 9

Generate ERC Classes

%ile	Min ERC	Max ERC	1 Hour FM	10 Hour FM	100 Hour FM	Herb FM	Woody FM	Burn Period	Spot Prob	Delay
97	51	61	5.9	6.8	9.7	30.0	70.0	600	0.25	0
90	46	51	6.4	7.6	10.6	50.0	80.0	540	0.25	0
80	43	46	6.8	8.2	11.6	80.0	90.0	480	0.20	0
69	39	43	7.7	8.8	12.5	100.0	100.0	360	0.15	0
58	34	39	8.9	9.9	13.5	120.0	110.0	240	0.10	0
50	31	34	9.9	10.7	14.2	140.0	120.0	120	0.05	0

Buttons: Add Row, Delete Row, Delete All Rows, Recalculate Fuel Moistures, Save, Download FWX..., View Percentiles..., Generate Time Series..., Season Ending Graph...

- The **weather forecast** contained 10 days and populated with the *previously observed weather* obtained from WFDSS (ERC) [ERC Classes > “View Percentiles...” button]) and MesoWest via Roman (wind speed and direction) (<http://raws.wrh.noaa.gov/roman/>). Remember, with a typical FSPRO run you would provide a forecast of a couple days. However, we are calibrating the model to know weather, hence the “forced” weather for the *entire* simulation period.

Weather Forecast

In order for Weather Forecast entries to be valid, the first forecast date must be the same as the analysis start date.
*Analysis Start Date

07/06/2009

Date	ERC	Speed	Direction
07/06/2009	44	6	290
07/07/2009	44	7	280
07/08/2009	46	7	225
07/09/2009	45	5	225
07/10/2009	43	8	225
07/11/2009	39	5	225
07/12/2009	43	6	270
07/13/2009	43	7	225
07/14/2009	39	5	225
07/15/2009	43	9	270

Add Row Delete Row Delete All

National Digital Forecast Database

Get NDFD Forecasts Days 3

Save Stream and Forecasts

SWANSON RIVER SWNA2

Wind Speed in mph & Wind Direction for 14 days // Jul 6, 2009 - Jul 20, 2009

Local Hour of Day	Jul 06	Jul 07	Jul 08	Jul 09	Jul 10	Jul 11	Jul 12	Jul 13	Jul 14	Jul 15	Jul 16	Jul 17	Jul 18	Jul 19	Jul 20
00	-	1/WSW	1/WSW	1/S	1/WSW	1/S	1/WSW	1/S	2/S	0	-	1/S	1/WSW	3/SE	3/NE
01	-	1/WSW	0	1/S	0	1/S	1/S	1/S	3/S	1/S	-	1/WSW	1/S	1/E	4/NE
02	-	1/S	0	2/N	0	0	0	1/WSW	3/SE	1/S	-	1/WSW	1/S	0	3/NE
03	-	1/S	1/WSW	0	1/WSW	1/WSW	0	1/WSW	1/SE	2/S	-	0	0	2/NE	1/NW
04	-	0	1/S	1/NE	0	1/WSW	1/WSW	-	2/SE	1/SE	-	1/WSW	0	2/N	2/N
05	-	2/WSW	0	0	0	1/WSW	1/WSW	-	1/S	1/S	-	0	0	2/N	4/N
06	-	0	0	1/N	1/S	1/WSW	0	0	0	1/S	-	0	0	2/NW	3/NE
07	-	0	1/WSW	1/NE	0	2/WSW	0	1/S	1/WSW	1/WSW	-	0	1/NE	3/N	5/NE
08	-	0	0	0	1/WSW	1/WSW	0	1/WSW	2/WSW	1/S	-	0	1/N	2/N	5/NE
09	-	0	0	1/WSW	0	1/WSW	0	2/WSW	2/WSW	1/WSW	-	0	1/NE	3/N	4/NE
10	-	0	0	0	0	2/WSW	0	2/S	2/WSW	1/W	-	1/WSW	2/N	6/NE	4/NE
11	-	1/WSW	1/WSW	2/WSW	1/NW	1/WSW	0	2/WSW	2/WSW	1/W	-	1/W	2/E	6/N	5/NE
12	0	1/NW	1/S	2/WSW	1/W	1/WSW	1/W	2/WSW	2/WSW	1/W	-	1/W	3/E	6/N	-
13	1/NW	1/W	2/WSW	2/WSW	1/WSW	1/WSW	1/W	3/S	2/WSW	1/W	-	2/W	4/SE	6/N	-
14	1/WSW	1/W	3/WSW	2/WSW	2/S	1/W	1/W	2/WSW	2/S	2/WSW	-	2/NW	4/SE	5/N	-
15	1/W	1/W	4/WSW	2/WSW	3/WSW	2/WSW	1/W	3/WSW	2/S	1/W	-	4/WSW	3/N	5/SE	4/N
16	2/NW	1/W	3/WSW	3/WSW	3/WSW	2/WSW	1/W	3/WSW	1/WSW	-	4/WSW	1/W	4/SE	5/N	-
17	1/NW	1/W	3/WSW	3/WSW	3/WSW	2/WSW	1/W	4/WSW	3/WSW	-	4/WSW	2/W	3/SE	3/N	-
18	1/W	1/NW	4/WSW	2/WSW	3/WSW	3/WSW	1/W	2/WSW	3/WSW	-	4/WSW	1/NW	3/E	3/N	-
19	1/W	1/W	3/WSW	3/WSW	3/WSW	3/WSW	1/W	3/WSW	3/WSW	-	4/WSW	3/NW	4/SE	1/N	-
20	1/W	3/WSW	3/WSW	3/WSW	5/WSW	3/WSW	2/WSW	3/WSW	3/WSW	-	3/WSW	3/N	2/SE	2/N	-
21	2/WSW	3/WSW	2/WSW	-	3/WSW	1/N	2/SE	0	-						
22	1/WSW	1/WSW	2/WSW	2/WSW	3/WSW	2/WSW	2/WSW	2/WSW	3/WSW	-	2/WSW	1/WSW	2/SE	3/N	-
23	2/WSW	1/WSW	1/S	2/WSW	2/WSW	2/WSW	1/S	1/S	2/WSW	-	2/WSW	1/WSW	3/SE	2/NW	-

University of Utah MesoWest
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- Winds** were filtered by July 1 – Aug. 15 for 1200 to 2000. 10-minute winds and gusts were used by selecting “both”. In mild years, use the 10-minute average, otherwise use “both.” Because the wind speeds are so high when selecting “gusts,” this option is not recommend except under the most extreme conditions. If you are unsure which wind to select, run two separate scenarios, one with the 10-minute average and one with the gusts.

FSPro Winds

Station Information

*Station ID: 500924 - SWANSON RIVER (27.2 miles)

Latitude: 60.730000 Longitude: 150.880000 Elevation: 280 feet Aspect: North Pos on Slope: Ridge / Peak Top Forecast Zone: 8 Station Type: 4 - NFDERS Satellite

Time Filter

*Start Year: 1990 to *End Year: 2009 and *Start Month/Day: 07/01 to *End Month/Day: 08/15 and *Start Hour: 12 to *End Hour: 20

Weighted Winds

*Calm Weight: 1.55 *Calm Threshold: 1 *Winds Type: Both Total Weight: 100.01

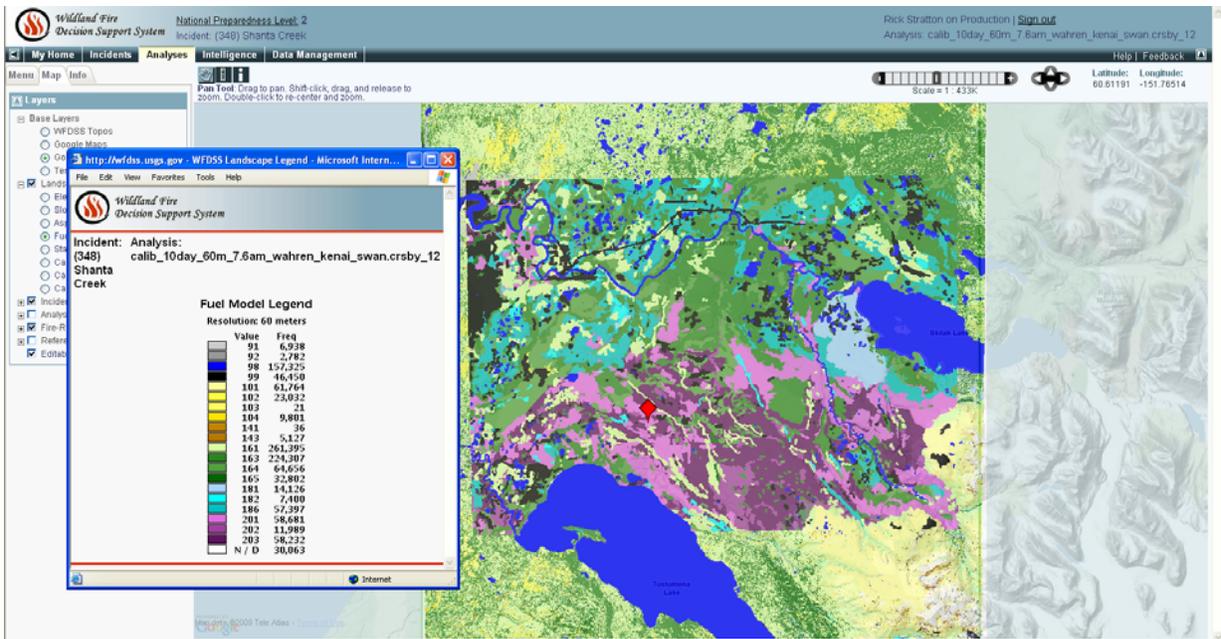
Speed	45	90	135	180	225	270	315	360
5	2.30	1.49	1.50	3.29	10.25	7.56	5.63	3.90
10	3.42	1.23	2.04	2.81	11.07	5.98	6.86	5.66
15	1.72	0.54	1.15	1.37	4.36	2.85	1.99	2.79
20	0.47	0.26	0.52	0.57	1.45	0.92	0.19	0.64
25	0.12	0.10	0.31	0.26	0.30	0.12	0.03	0.09
30	0.02	0.02	0.09	0.03	0.07	0.00	0.00	0.04
35	0.02	0.00	0.02	0.01	0.00	0.00	0.00	0.00
40	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.01

- Several changes were made to the **landscape** using the WFDSS landscape editor. Vegetation mapping by Wade Wahrenbrock (<http://www.borough.kenai.ak.us/sbb/pages/who.html>) was incorporated in the fire area to more accurately account for beetle-killed black spruce. Other changes were made based on Wade's mapping and proved much more reliable than the LANDFIRE derived vegetation on the Kenai Peninsula.

Stand height in black spruce (fuel model 164) was increased (12 m), CBH was decreased (0.1 m), CBD was increased (0.25 kg m⁻³), and canopy cover was decreased in beetle-killed areas proportionate to the level of mortality. The changes were "fused" into the existing WFDSS fuel model layer.

Landscape File Editor

Attribute	Rule Description
<input type="radio"/> Fuel Model	If (LCP intersects 98) Set Fuel Model to 98
<input type="radio"/> Fuel Model	Else If (LCP intersects 99) Set Fuel Model to 99
<input type="radio"/> Fuel Model	Else If (LCP intersects 101) Set Fuel Model to 101
<input type="radio"/> Fuel Model	Else If (LCP intersects 141) Set Fuel Model to 141
<input type="radio"/> Fuel Model	Else If (LCP intersects 161) Set Fuel Model to 161
<input type="radio"/> Fuel Model	Else If (LCP intersects 163) Set Fuel Model to 163
<input type="radio"/> Fuel Model	Else If (LCP intersects 164) Set Fuel Model to 164
<input type="radio"/> Fuel Model	Else If (LCP intersects 165) Set Fuel Model to 165
<input type="radio"/> Fuel Model	Else If (LCP intersects 181) Set Fuel Model to 181
<input type="radio"/> Fuel Model	Else If (LCP intersects 182) Set Fuel Model to 182
<input type="radio"/> Fuel Model	Else If (LCP intersects 186) Set Fuel Model to 186
<input type="radio"/> Fuel Model	Else If (LCP intersects 201) Set Fuel Model to 201
<input type="radio"/> Fuel Model	Else If (LCP intersects 202) Set Fuel Model to 202
<input type="radio"/> Fuel Model	Else If (LCP intersects 203) Set Fuel Model to 203
<input type="radio"/> Fuel Model	Else If (Fuel Model is 203) Set Fuel Model to 10
<input type="radio"/> Stand Height	If (Fuel Model is 164) Set Stand Height to 12.0
<input type="radio"/> Canopy Base Height	If (Fuel Model is 164) Set Canopy Base Height to 0.1
<input type="radio"/> Canopy Bulk Density	If (Fuel Model is 164) Set Canopy Bulk Density to 0.25
<input type="radio"/> Canopy Cover	If (Fuel Model is 201) Set Canopy Cover to 30
<input type="radio"/> Canopy Cover	Else If (Fuel Model is 202) Set Canopy Cover to 20
<input type="radio"/> Canopy Cover	Else If (Fuel Model is 203) Set Canopy Cover to 10



Calibration – Parameters & Process

- Set the **number of fires** to 1. Because a 32-processor machine at EROS does the calculations, this number will be converted to 32.
- Set the **number of days** based on the starting and ending perimeters used (10-days in this case). Set the **analysis start** date to the 1st burn period. Import the ignition file. Remember all shape files imported into WFDSS must be zipped and contain all the necessary files. When all the inputs are entered, the Run FSPro Status will state: “An FSPro Analysis can be run.” Click “Run FSPro.”

General FSPro Information

General FSPro Input Parameters

Analysis Name
calib_10day_60m_7.6am_wahren_kenai_swan.crsby_12

*Number of Fires: 32 *Number of Days: 10 *Analysis Start: 07/06/2009

Analysis Shape Files

*Ignition File: am.ONLY - 07/06/09 00:00

Barriers File:

Fill Barrier Do NOT Fill

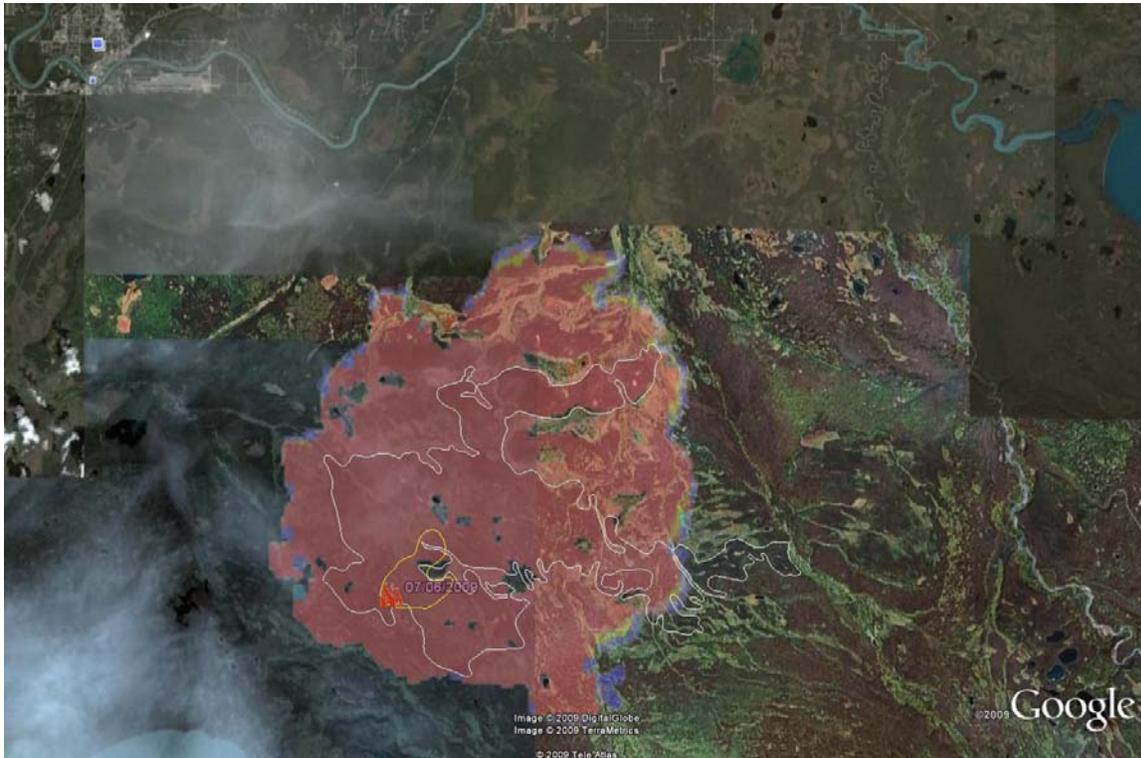
Run FSPro Status

An FSPro Analysis can be run

Save Run FSPro

Calibration – Process

- The output will be mostly red due to the selection of only 32 fires. Essentially, you are viewing a MTT run where spotting was included (the only way to do this currently). The yellow perimeter is the 6th and the white perimeter is the 15th. Remember, the red area is a probability of 80 to 100%, so try and capture much of the perimeter. However, understand that there was a 20% probability that it *would not* burn the areas in red. *So this is a very crude and quick technique with subjective degrees of acceptability.*



- Continue the calibration process till you achieve an adequate fit. Do not expect perfection. Remember it is just a model—an approximation of reality. Make sure your fuel moistures and weather and wind stations are representative of the fire area. Spend a lot of time viewing and querying and if necessary modifying the fuel with the WFDSS landscape editor. Change the burn period and spotting probability. For more information on calibration and making changes to an LCP refer to my guidebook on LANDFIRE fuels data manipulation (<http://www.treesearch.fs.fed.us/pubs/31921>).

Post-calibration Runs

- Once your model is calibrated you will have more confidence in the output going forward. The initial days of an incident are the trickiest modeling due to unfamiliarity with the data, fire, terrain, and fire behavior. Simulations nearing a term event are also challenging. Incident FBANs, FMOs, fuel specialist, foresters, etc. need to be your eyes. Ask question and rely on them. With time, you will get to know the area, fire, and the data. The end result will be FSPro output that will lead to more informed decision making. Below is the “finished product”—a 10-day run with the starting and ending perimeters overlaid.

