

**Docket No. SA-534**

**Exhibit No. 4-C**

**NATIONAL TRANSPORTATION SAFETY BOARD**

**Washington, D.C.**

Survival Factors Group Chairman  
Factual Report – Appendix B  
San Bruno Fire Department Incident Reports

(18 Pages)

# Incident Report

San Bruno Fire

2010-1002612 -000

## Basic

Alarm Date and Time	18:12:28	Thursday, September 9, 2010
Arrival Time	18:17:40	
Controlled Date and Time	20:00:00	Saturday, September 11, 2010
Last Unit Cleared Date and Time	14:00:00	Tuesday, September 21, 2010
Response Time	0:05:12	
Priority Response	Yes	
Fire Department Station	52	
Shift	A	
Incident Type	163 - Outside gas or vapor combustion explosion	
Initial Dispatch Code	EXP	
Aid Given or Received	1 - Mutual aid received	
Mutual Aid Department	MIL	
Alarms	9	
Action Taken 1	53 - Evacuate area	
Action Taken 2	11 - Extinguish	
Action Taken 3	32 - Provide basic life support (BLS)	
Casualties	2	
EMS Provided	Yes	
Apparatus - Suppression	5	
Personnel - Suppression Personnel	13	
Property Loss	\$0.00	
Contents Loss	\$0.00	
Property Value	\$0.00	
Contents Value	\$0.00	
Hazardous Material Released	0 - Special hazmat actions required or spill greater than 55 gallons	
Property Use	962 - Residential street, road or residential driveway	
Location Type	Intersection	
Address	On Glenview AV at Earl DR	
City, State Zip	San Bruno, CA 94066	
District	51	
Map Page	707:E7	

## Additional Mutual Aid Agencies

Aid Department	Belmont San Carlos Fire Department
Aid Department	Brisbane
Aid Department	CDF
Aid Department	Central County Fire Department
Aid Department	Colma
Aid Department	Daly City Fire Department
Aid Department	Federal Emergency Management Agency
Aid Department	Foster City
Aid Department	Menlo Park
Aid Department	Office of Emergency Services
Aid Department	Pacifica Fire Department
Aid Department	Redwood City
Aid Department	SFR Airport
Aid Department	San Mateo
Aid Department	San Mateo County OES
Aid Department	South San Francisco Fire Department
Aid Department	Woodside

**Incident Report**

San Bruno Fire

**2010-1002612 -000****Person Involved - SNB PD,**

Involvement Code	REP
Last Name	SNB PD
Street Address	No Address Recorded
Phone	7375911

**Fire**

Number of Residential	94
Number of Buildings Involved	94
Number of Buildings Threatened	600
Area of Origin	90 - Outside area, other
Heat Source	UU - Undetermined
Item First Ignited	64 - Flammable liquid/gas in container or pipe
Type of Material	11 - Natural gas
Cause of Ignition	5 - Cause under investigation
Contribution To Ignition 1	UU - Undetermined
Human Factors	None
Suppression Factor 1	532 - Water supply inadequate: public
Suppression Factor 2	600 - Egress/exit problem, other
Suppression Factor 3	443 - Poor access for firefighters

**Arson**

Case Status	1 - Investigation open
Extent of Fire Involvement on Arrival	5 - Fully involved
Other Investigative Information -	Yes
Laboratory Used - Other Federal	Yes
Agency Name	NTSB
Agency Street Number	400
Agency Street or Highway	L'Enfant Plaza East
Agency Street Suffix	SW
Agency City	Washington
Agency State	DC
Agency ZIP Code	20594
Agency Phone Number	2023146414

**Hazmat**

Population Density	1 - Urban Center - Densely populated
Area Affected	2 - Blocks
Area Affected Unites	2
Area Evacuated	3 - Square Miles
Area Evacuated Units	3
Estimated Number of People Evacuated	2000
Estimated Number of Buildings	600
Hazmat Action Taken 1	22 - Isolate area & establish hazard control zones
Hazmat Action Taken 2	32 - Notify other agencies
Which Occurred First	U - Undetermined
Cause of Release	5 - Cause under investigation
Factors Contributing To Release 1	UU - Undetermined
Mitigating Factors 1	14 - Released in residential area
Mitigating Factors 2	31 - Access to release area
Mitigating Factors 3	23 - Combination of release and fire impeded mitigation

**Incident Report**

San Bruno Fire

**2010-1002612 -000****Hazmat**

Disposition 3 - Released to local agency

**Hazmat Chemicals**

Chemical Name Natural gas  
 DOT ID 21 - Division 2.1 Flammable gases  
 Container Type 22 - Pipe or Pipeline  
 Physical State When Released 3 - Gas  
 Released Into 5 - Air and ground

**Apparatus - E52**

Apparatus ID E52  
 Apparatus Dispatch Date and Time 18:12:28 Thursday, September 9, 2010  
 En route to scene date and time 18:13:45 Thursday, September 9, 2010  
 Apparatus Clear Date and Time 05:00:00 Friday, September 10, 2010  
 Apparatus priority response Yes  
 Number of People 3  
 Apparatus Use 1  
 Apparatus Action Taken 1 93 - Cancelled en route  
 Apparatus Type 11 - Engine  
 Personnel 1 0432 - Barringer, Charles G  
 Position: CAPT  
 Personnel Action Taken 1: 22 - Rescue, remove from harm  
 Personnel Action Taken 2: 53 - Evacuate area  
 Personnel Action Taken 3: 11 - Extinguish  
 Personnel Action Taken 4: 65 - Secure property  
 Amount 1: \$0.00  
 Personnel 2 7560 - Waldvogel, Scott R  
 Position: FFP  
 Personnel Action Taken 1: 93 - Cancelled en route  
 Personnel 3 4179 - Dedes, Panayiotis (Pano) J  
 Position: FFP  
 Personnel Action Taken 1: 93 - Cancelled en route

**Apparatus - PT51**

Apparatus ID PT51  
 Apparatus Dispatch Date and Time 18:12:39 Thursday, September 9, 2010  
 En route to scene date and time 18:14:44 Thursday, September 9, 2010  
 Apparatus Clear Date and Time 07:27:58 Friday, September 10, 2010  
 Apparatus priority response Yes  
 Number of People 3  
 Apparatus Use 1  
 Apparatus Action Taken 1 93 - Cancelled en route  
 Apparatus Type 12 - Truck or aerial  
 Personnel 1 3336 - Forester, William F  
 Position: CAPT  
 Personnel Action Taken 1: 11 - Extinguish  
 Personnel 2 2533 - Wargo, Philip G  
 Position: FF  
 Personnel Action Taken 1: 93 - Cancelled en route  
 Personnel 3 0789 - Garcia, Fred J

**Incident Report**

San Bruno Fire

**2010-1002612 -000****Apparatus - PT51**

Position: FFP  
 Personnel Action Taken 1: 93 - Cancelled en route

**Apparatus - E51**

Apparatus ID E51  
 Apparatus Dispatch Date and Time 18:12:28 Thursday, September 9, 2010  
 En route to scene date and time 18:13:40 Thursday, September 9, 2010  
 Apparatus Clear Date and Time 15:00:00 Friday, September 10, 2010  
 Apparatus priority response Yes  
 Number of People 3  
 Apparatus Use 1  
 Apparatus Action Taken 1 93 - Cancelled en route  
 Apparatus Type 11 - Engine  
 Personnel 1 5291 - Davis, David D  
 Position: CAPT  
 Personnel Action Taken 1: 11 - Extinguish  
 Personnel 2 6452 - Nelson, Holly K  
 Position: FFP  
 Personnel Action Taken 1: 93 - Cancelled en route  
 Personnel 3 8357 - Ku, Michael L  
 Position: FFP  
 Personnel Action Taken 1: 93 - Cancelled en route

**Apparatus - PR16**

Apparatus ID PR16  
 Apparatus Dispatch Date and Time 18:33:00 Thursday, September 9, 2010  
 En route to scene date and time 18:39:00 Thursday, September 9, 2010  
 Number of People 1  
 Apparatus Use 1  
 Apparatus Action Taken 1 93 - Cancelled en route  
 Apparatus Type 92 - Chief officer car  
 Personnel 1 0346 - Devendorf, George  
 Position: DC  
 Personnel Action Taken 1: 86 - Investigate

**Apparatus - E152**

Apparatus ID E152  
 Apparatus Dispatch Date and Time 18:12:28 Thursday, September 9, 2010  
 En route to scene date and time 18:12:28 Thursday, September 9, 2010  
 Apparatus priority response Yes  
 Number of People 3  
 Apparatus Use 1  
 Apparatus Action Taken 1 93 - Cancelled en route  
 Apparatus Type 11 - Engine  
 Personnel 1 8457 - Epperson, Donald S  
 Position: CAPT  
 Personnel Action Taken 1: 65 - Secure property  
 Personnel Action Taken 2: 11 - Extinguish  
 Personnel 2 1836 - Minkin, Ben'Zara  
 Position: FF

# Incident Report

San Bruno Fire

2010-1002612 -000

<b>Apparatus - E152</b>	
Personnel 3	Personnel Action Taken 1: 93 - Cancelled en route 6297 - Priolo, Jon A Position: FFP Personnel Action Taken 1: 93 - Cancelled en route

<b>Authority</b>	
Reported By	0432 - Barringer, Charles G 14:01:01 Wednesday, September 22, 2010
Officer In Charge	1021 - Lavezzo, Ron 14:01:26 Wednesday, September 22, 2010
Reviewer	- ,

<b>Narratives</b>	
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Narrative Name	CAD Narrative
Narrative Type	CAD Narrative
Author	- ,
Narrative Text	(MAP) 1840 (TB) 707:E7FIRE INFORMATION ADVISEMENT
Narrative Name	E51
Narrative Type	Incident
Narrative Date	09:24:37 Wednesday, September 15, 2010
Author	5291 - Davis, David D
Author Rank	CAPT
Author Assignment	1
Narrative Text	E51 crew responded to this incident by way of San Bruno Avenue to Glenview. While E51 was enroute, E52 Captain Barringer upgraded the incident to a first alarm and then a second alarm response and maybe a third alarm. All for a possible plane crash with several homes involved.

E51 crew stopped at the fire hydrant at 920 Glenview for water supply. E51 proceeded to the edge of the fire and stopped at 941 Glenview to the left and 950 Glenview on the right. Both houses were starting to burn from the radiant heat. The hydrant was dry from a broken water main. E51 and T51 crews knocked down these house fires with the 500 gallons of tank water.

After approximately 25 minutes, a water supply was established and E51 was back to extinguishment on Glenview Ave. T51 crew had a 2 1/2 attack line on the left (west ) side of the street and was attacking the involved structure at 951 Glenview. E34 crew had a 2 1/2 attack line on the right (east) side of the street and was attacking the involved structure at 960 Glenview. E33 had a 1 3/4 preconnect to the backyard of 960 and 970 Glenview for the Crestmoor Canyon vegetation fire (east of the explosion ).

E51 tailman Nelson had the deck monitor for exposure protection of 941 Glenview, as well as, extinguishment of 951 Glenview and the hillside behind 951 Glenview (southwest of the explosion).

E37 arrived and was assigned another 2 1/2 attack line for extinguishment of the remains and foundation of 970 Glenview and fire on the ridge of Crestmoor Canyon.

E35 arrived and used the 1 3/4 preconnect for exposures to 971 Glenview and used the

Narratives

24ft extension ladder to the roof for better access. A SFFD company arrived and another 2 1/2 attack line was added to E51 for exposures and fire protection to 971 Glenview.

E92 arrived and with an 1 3/4 preconnect made an interior fire attack at 941 Glenview.

As the roof collapsed at 951 Glenview, whether from the fire or air tanker & helicopter drops, E51 crew had a third 1 3/4 preconnect to protect the roof, eaves and backyard trees of 950, 940, & 930 Glenview from the burning embers being moved by wind.

This should account for the crews working off E51; one deck gun, four 2 1/2 lines and three 1 3/4 lines from an LDH with incoming static pressure of 160 PSI. Michael Ku was the Fire Apparatus Engineer.

Narrative Name

B9A (9-10/9-11) IC

Narrative Type

Incident

Narrative Date

23:45:57 Thursday, September 16, 2010

Author

2025 - Ortega, Rick

Author Rank

BC

Author Assignment

1

Narrative Text

This narrative covers the operational periods of 0800 to 2000 on 9-10-10 and 2000 to 0800 on 9-10-10 to 9-11-10.

B9A took over IC of the Glenview incident starting at the 0700 briefing. As IC I was responsible for all operation and management of the incident until relieved by Joe Telles - B16 at 0700 hours on 9-11-10. After the 0700 briefing, my focus was on the continued operation of the major functional units surrounding the incidents. We were able to staff logistics, planning, and finance. The operations section responsibility for the day was to continue to monitor hot spots in the area, search for possible residence with canine units, to further tag and analyze the stability for the structures in the area, and to get water, sewer, gas and electricity back into the area outside of the incident site.

In addition, we were able to complete two IAPs for the two operational periods I was responsible for. Both IAPs were completed and distributed at the operational briefing at 1900 hours and again at 0700.

PG&E representatives stated as of 1500 hours they were ready to test their electrical system outside of the incident zone as soon as we gave them authorization. Gas for the incident would be worked on throughout the night. At 0105 hours PG&E gas was pulling out for the night, but they had the system in the affected area capped and the area outside of the incident zone ready to be check for operational use.

Ordered resources for the next operational period based on the objective of a final search of the incident site for remains. The rescue effort would use human remains dogs in an effort to confirm the previous days findings.

I briefed Joe Telles, the on-coming IC for the next operational period. He conducted the 0700 briefing on 09-11-10 and I was released from the command post upon turning in my F42 and 214 documentation.

Narrative Name

PR16

Narrative Type

Incident

Narrative Date

16:14:33 Monday, September 20, 2010

## Narratives

Author	0346 - Devendorf, George
Author Rank	DC
Author Assignment	3
Narrative Text	<p>Responded to 3rd alarm. Reported to IC and began assessment of potential number of structures involved. Coordinated mutual aid fire investigation team for initial fire injuries /deaths and clear burned vehicles and structures.</p> <p>Became Damage Assessment Branch leader on day two.</p> <p>Became Fire Ops liaison in EOC for duration of EOC activation.</p> <p>Fire investigation report delivered to NTSB.</p>
Narrative Name	E-52
Narrative Type	Incident
Narrative Date	14:46:33 Tuesday, September 21, 2010
Author	0432 - Barringer, Charles G
Author Rank	CAPT
Author Assignment	1
Narrative Text	<p>E-52 crew of ( Capt. Barringer, FF/Medic Waldvogel and FF/Medic Dedes were inside station 52 when the crew heard a loud boom and felt shaking and rattling of our station. Crew members proceeded to the front of the firehouse, heard a loud jet like engine sound and noticed the reflection of fire from the windows of the two story houses, directly across the street from Station 52. My crew and I , turned towards the East and witnessed a wall of fire approximately 200' in the air.</p> <p>At this time, I notified county dispatch via telephone that we had a large structure fire behind our fire station on Claremont Dr. and directed county com to start a structure fire assignment to Claremont Dr. and I will advise over the radio of conditions, actions and needs.</p> <p>E-52 responded to the scene from Sneath Lane and upper Claremont Dr. Upon arrival on Claremont Dr. E-52 notice a large amount of fire ensuing over the entire neighborhood to the south.</p> <p>E-52 initiated a second alarm response and proceeded down Claremont to Vermont Dr. At this time E-52 noticed a wall of fire and extreme heat conditions coming from the corner of Claremont and Glenview and numerous citizens running from the fire area.</p> <p>E-52 turned up Vermont and proceeded to Plymouth and Glenview and reported multiple homes on fire and possibly several blocks on fire. E-52 notified B-9 enroute to initiate a third alarm. E-52 notified command 31 for fourth alarm and assumed Crestmoor " IC ".</p> <p>At this time E-52 performed rescue and evacuation of the entire 1100 block of Glenview Dr. Due to water line damage, E-52 was assisted by SSF fire E-61, E-63 and Q-62 to supply E-52 with water. SSF crews found water at the intersection of Sequoia and Fleetwood Dr. and used approximately 2000' of supply line to supply E-52.</p> <p>E-52 was able to operate two 2 1/2 hoselines for fire extinguishment of the structures involved on Glenview Dr. E-81 and E-24 arrived and assisted with extinguishment and overhaul of structures involved.</p>



## Narratives

At 0500 hrs E-52 was sent to Rehab.

Narrative Name  
Narrative Type  
Narrative Date  
Author  
Author Rank  
Author Assignment  
Narrative Text

B9 - Initial I.C.

Incident

11:40:46 Thursday, September 23, 2010

1021 - Lavezzo, Ron

BC

1

Battalion 9 (Lavezzo) was dispatched to a reported explosion at W.San Bruno Avenue and Skyline Blvd in San Bruno on a full assignment. While enroute I broadcast that a large column of smoke was visible in the area of the explosion. E52 was first engine on scene and stated that there was a large "fireball" at the intersection of Earl and Glenview. E52 recommended a second and third alarm, which was relayed to Dispatch. B18, responded from the north by way of Sneath Lane and further recommended a 4th alarm which I relayed to Dispatch. Unconfirmed reports were that an aircraft had crashed into a neighborhood.

Upon my arrival on scene at Glenview and W.San Bruno Avenue P.D. was on scene. A large amount of fire was noted on the Glenview Drive street, near Earl. Several structures were fully involved as well as the upper end of the Crestmoor canyon wildland area. I called for a fifth alarm and located staging for the 5th alarm at Lunardis parking lot (W.San Bruno Avenue and Glenview). I contacted B18 and assigned him "North Branch". Training Chief McWhirter arrived and I assigned him to "Operations". B20 arrived on scene and I assigned him to "West Branch", which included Estates and the Earl Avenue Divisions. E52 was located on Glenview Drive in the North Branch; E51 and T51 were located on Glenview, just south of the fire. It was then noted by E51 that all the fire hydrants in the Glenview area were dry. I asked Dispatch for a San Bruno Water dept representative to respond to the Incident Command Post on Glenview, just south of Estates Drive. Fire Chiefs Haag (C9) and Dornell (C8) arrived. Chief Dornell was assigned Water Supply, which included LDH layed from across W. San Bruno Ave. Chief Haag established the Command Post at the gasoline station at West San Bruno Ave. Glenview and coordinated Unified Command. Chief Jalbert from Cal Fire arrived with air drop capabilities. He became my liason with air operations. Chief Blue arrived from Cal Fire and was assigned to Wildland Branch (Crestmoor Canyon area). Air drops were coordinated to him from Chief Jalbert. Don Maynard from County Dispatch arrived and assumed the IDT roll. Chief Downing arrived and was assigned Safety. Chief Weber (B6) was assigned to the East Branch.

I asked for a level 2 MCI to establish a Medical Group, which Chief Kammeyer was assigned to as Med Group Supervisor. A Life flight helicopter arrived on scene for potential burn victims. Medical units were established on both the North Branch area and the I.C.P. area. The South Branch was established last, assigning Chief Celia as that Branch Director.

Chief Haag assumed IC and Chief Meyers (North County Fire Authority) assumed Deputy IC at the new location for the I.C.P. . Chief Jolley was assigned as Planning Section Chief with Chief Jalbert assissting after air drops were discontinued due to darkness.

Initial reports stated that this fire involved a plane crash. It became apparent from reports

**Narratives**

from engine companies closest to the fire that the source of the fire was a ruptured natural gas main at the intersection of Glenview Drive and Earl Avenue. The force of the gas pressure created a flame which rose to approximately 100 feet and ignited several structures by its shear generation of radiant heat, which was compounded by a strong wind from the southeast. At this time P.G. and E. was contacted to send a gas and electrical rep to the site. The foam tanker (crash rig) from S.F.I.A. was requested. Chief Sullivan from S.F.F.D. arrived as our liason. Water tenders were requested through Dispatch from Cal Fire (Lahonda), Woodside Fire, San Francisco and local contractors to replace the loss of the water supply lines, until a more permanent system could be established. Chief Delay from Cal Fire was assigned to the water tenders. Water shuttles using engines had been temporarily used to replenish water supplies for front line engines until the water tender could arrive.

The plan was to attempt to hold the present fire perimeter until we could stem the pressure of the natural gas source or increase our water supply or both. Upon the arrival of water tenders, the engine shuttles were replaced with tenders in the South Branch and North Branches. They set up water-holding reservoirs to supply the front line engines. Engine shuttles continued to the West Branch throughout the incident. Large diameter supply lines were eventually established in the North and South Branches.

The gas source, a 30" high pressure transmission line, was cut by P.G. and E. at approximately 2100 hours. The gas source in the 4" domestic supply line was cut by P.G. and E. at 2330. What remained for the fire crews was the complete extinguishment and overhaul of the remaining structure fires, spot fires and hot spots.

Battalion Chief Telles, Deputy Chief Ladas, Battalion Chief Fraone, Captain Cresta, Captain Pelk and Captain Mitchell assisted Operations, at the initial Command Post location, with communications, organization, Staging and Branch personnel accountability. County Com IDT had moved from our initial location to the new I.C.P. location to establish a Communications Branch.

An initial briefing meeting, initiated by Chief Meyers, took place at the newly established I.C.P., for the command staff to form a unified command with police. Positions were assigned to complete the staffing and set up an OES based operation. The perimeters of the fire was determined at this time.

An additional Operational briefing meeting was held later, with Chief Telles in attendance where he layed out the current conditions, actions and needs.

Additionally, I attended a Planning Section meeting to determine the next operational period (set to begin at 0800 (9-10-10) and last for a 24 hour period) and resources needed for that period. At this meeting Operations, Logistics, FMC, OES, Planning, Finance, Police, Red Cross, EOC, P.G.&E., San Bruno Public Works and Cal State resources were represented. Operation's resources for the next operational period were established and requested at 0000 (9-10-10). The next operational period Incident Commander (Ortega) and Operations Chief (Telles) were established at that time. Crew rotations, which were to be included in the plan, for the next period were also stated for the I.A.P. Cal EMA rep, Chief Clary was on site at this time.

A Secondary Staging Area for strike teams, hose tenders, AMR units and water tenders

Narratives	
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was established at Tanforan Shopping Center and Managed by Battalion Chief Gaffney.

Four S.S.F.F.D. personnel had been reportedly taken to the hospital for smoke inhalation. 2 were treated and released and 2 were kept for observation.

The Fire-based activities over the next 4 to 5 days consisted of overhaul, salvage, property/scene preservation and recovery in combination with Police and San Bruno City Officials.

TO9 (Operations)

Incident

12:50:29 Thursday, September 23, 2010

MIL1 - McWhirter, Kevin

DC

4

I received a report of a plane down via my cell phone at approximately 1815hrs in San Bruno and responded to the station to pick my vehicle up and respond to the incident. I arrived at approximately 1830 hrs and reported to the Command Post and met with IC Lavezzo. I discussed with IC Lavezzo the extent of the incident and recommended that we get reconnaissance over the fire via CalFire aircraft. In addition, I suggested that we consider Area Command if we had multiple incident locations. Don Maynard arrived on the scene and was advised of the request for more resources. The incident was upgraded to a 5th Alarm and IC directed me to take over Operations.

I relocated my vehicle to the north side of the Command Post on Glenview and established Operations. My initial actions were to contact the Branches that been established by IC Lavezzo and attempt to identify the geographical boundaries of the fire and ascertain the companies working in each branch. DC Ladas arrived and assisted in face to face communications with the IC and Operations. We were obtaining maps of the area of involvement from maps books and began to chart the geographical boundaries of the incident. We were still under the assumption that this was an aircraft down, however, the fire ball appeared to indicate it was natural gas fed fire.

I established communications with the Branch Supervisors, North Branch (BC Trapp), West Branch (BC Park), East Branch (BC Weber) and Wildland Branch (BC Blue). Earl Division (BC Keefe) was working under West Branch. I also established communication with Medical Group (DC Kammeyer) and they were given a Tac. 36. At this time the South Branch was working under operations and I established a South Branch Supervisor (BC Ceila)

It was apparent that we had water supply problems and water shuttles were supplying engine companies water to attack the fire. Water Tenders were ordered and assigned to each Branch as needed. It was apparent we could hold the fire from further spread with additional companies and a request went out to the branches for resource requests. The North Branch had the most potential and structure involvement. I requested two Strike Teams to the North Branch.

PG& E arrived and was directed to discuss the plan for shutting the gas source down. In addition, they confirmed the electrical was shut to the area and all units were advised, however, downed lines were to be treated as live.

Narrative Name

Narrative Type

Narrative Date

Author

Author Rank

Author Assignment

Narrative Text

**Narratives**

Several aids arrived at Operations and were placed in the following positions. Captains Cresta and Mitchell were assigned to scribe, Captain Pelk was initially a runner and then the liaison to PG&E, DC Frank Fraone as an Aid to Operations, BC Telles became Deputy Operations and initially tracked accountability and updated the Command Post on situation/status. BC Telles was subsequently assigned to North Branch.

I was advised that Staging was established at Tanforan Shopping Center and BC Gaffney was the Manager. Initial Safety Officers were assigned to the North (BC Flinders) and the South (DC Downing) Branches. Soon after BC Flinders was assigned Div B and BC Latham Div A the North Branch and BC Novelli became Safety in North. West Branch was dissolved and BC Parks became South Branch and directed all companies from West and South Branches and Earl Division. BC Celia became Incident Safety.

Operations continued to fill resource orders for all Branches with the exception of the Wildland Branch that was being handled by CalFire. Fuel tenders were brought to the scene to supply pumping engines and BC Vehicles during the period.

Once the large gas line was secured the intense fireball was reduced and companies were able to work on the structures that were involved and extinguish the remaining fires. The residential gas line supply was not secured until much later and companies were able to finalize extinguishment and overhaul.

PG&E met with me and wanted to start a plan for re-energizing the utilities outside the affected fire area. They developed a plan that was acceptable and began the process for energizing the surrounding neighborhood.

Operations checked with the Branches and worked on a resource order for the next operational period with IC Lavezzo. I remained Operations until relieved by Deputy Chief Ladas at or about 2000hrs on Sept. 10.

September 11, 2010 TO9 returned to the scene and was assigned Incident Safety Officer for the next Operational Period. IC Telles requested that I turn over Safety to the Branch Safety Officers and assist the IC as Deputy IC. I assisted the IC and handled logistical needs for the on duty SBFd resources. I attended a briefing at the Marriot Hotel with the NTSB at approximately 1800 hrs.

Once the incident was transferred to Law Command, I assisted over the next several days as Fire Branch and Fire Operations during the re-entry and recovery phases of the operation.

Division Chief Kevin McWhirter (TO9)

B16

Incident

13:45:38 Saturday, September 25, 2010

6959 - Telles, Joseph E

BC

1

After the 4th alarm was initiated I called Chief Haag via cell phone. Chief Haag directed me to respond to the incident. At Approximately 1900 hrs I arrived at incident and reported to Operations on Glenview Avenue. I initially was assigned by Operations as

Narrative Name  
 Narrative Type  
 Narrative Date  
 Author  
 Author Rank  
 Author Assignment  
 Narrative Text

Narratives
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"Depty OPS" and to complete a status report consisting of an operational organizational chart identifying the branches that were established with the units and personnel assigned to those branches. I also made contact with each branch either by having them report to Operations or physically visiting each branch to identify where fire was located and the extent of the damage in each branch. At the time of the assessment gas was still flowing and water supplies had just been established for each branch. My initial assessment Identified that approximately 35 structures had been completely destroyed with another approximately 20 structures damaged ranging from minor to severe and that Firefighters had stopped progress of the fire and were in a holding pattern until the gas could be turned off. There was also no confirmation that the numerous power lines on the ground were dead. Also three dead bodies had been found. Based on this information I assisted in completion of an operational map used to direct operations. I then was assigned to give the operational briefing report at the first incident briefing at the Incident Command Post located at Glenview and San Bruno Avenue.

After I gave the operational briefing I was assigned to the North Branch to assist BC Trap with directing operations on the North Branch. At approximately 1000 hrs Sept. 10th I assumed Branch Director of the North Branch. North Branch was divided into two divisions. Division Alpha consisted of Concord and Fairmont. Division Bravo consisted of Claremont drive south of Glenview. Fire was in a holding pattern with crews focused on preventing spread. The three bodies were secured for the coroner. At approximately 1930 hours 9/10 I was relieved from Branch Director Duties and reported to the ICP where I functioned as a liaison for finance and public works personnel attending the tactical briefing for the next operational period.

At 0640 hours 9/11 I received a briefing from IC Rick Ortega. At 0700 hrs on the 11th I was appointed IC of the incident. Marc Catalano was in charge of PD operations. During my operational period the fire was contained at 2000 hrs that night. Search operations continued for additional fatalities. The confirmed fatality count was at 4. Several areas were identified by search dogs where additional fatalities might be located. Operational activities were conducted under Operations Chief Ron Lavezzo. PG&E, AT&T, and San Bruno Public Works all began work to return services to homes not damaged by the fire. Plans was able to demobilize all outside fire units by 2000 hrs leaving only local fire agencies at the incident. At 2000 hrs IC was transfered to Commander Marc Catalano of San Bruno PD.

Narrative Name	E152
Narrative Type	Incident
Narrative Date	08:55:07 Wednesday, September 29, 2010
Author	8457 - Epperson, Donald S
Author Rank	CAPT
Author Assignment	1
Narrative Text	Epperson, Priolo, Minkin, and Perna all came in off duty. Perna was assigned to staff station 52 and assist residents. Epperson, Priolo (driver), and Minkin staffed E152.

Epperson, Priolo, Minkin, and Perna all came in off duty. Perna was assigned to staff station 52 and assist residents. Epperson, Priolo (driver), and Minkin staffed E152.

E152 was attached to the North Branch and anchored at Fairmont and Concord until relief at 0800 hrs. the following day.

Portable drafting pools with a float pump supplied E152 with water. E152 using an 1 3/4 line fought fire and protected exposures at 1120 and 1127 Fairmont. E152 also supplied an engine on Concord with water. No interior firefighting took place, only defensive

Narratives

firefighting. Crews worked in heavy smoke conditions through the night.

FF/P Priolo staffed the pump panel for the entire time and dealt with a limited water supply from a float pump while supplying his engine and a second engine with water.

Crews entered many structures in the immediate area securing doors and windows.

Narrative Name

T51

Narrative Type

Company

Narrative Date

09:10:13 Monday, October 4, 2010

Author

3336 - Forester, William F

Author Rank

CAPT

Author Assignment

1

Narrative Text

T51 responded from Sta 51 and entered Glenview Dr. from the intersection with San Bruno Ave. Upon arrival T51 proceeded cautiously downhill due to people and cars fleeing the area. T51 was parked approximately one-third the way down the hill to the intersection with Earl Ave, based on the crew's determination that the aerial ladder could not be deployed because of slope and overhead obstructions.

T51 crew ( FF Wargo and FF/Medic Garcia) donned SCBA and began walking down toward E51 and the fire. T51 Captain Forester was grabbed by off-duty Millbrae FF/medic Jim Davis, who stated there was a burn victim across the street on the sidewalk who need immediate attention. Capt. Forester quickly checked the patient who was a male seated on the sidewalk . He appeared to have substantial burns on his arms and head.

At this moment B9 was arriving, and Capt. Forester flagged him down and asked him to get an ambulance transport unit for the burn victim ASAP. Capt. Forester then returned to T51, donned SCBA and went down the hill to find his T51 crew. Capt Forester asked FF Davis to assist in getting bystanders out of the immediate area and back uphill away from the fire. On the way downhill, Capt. Forester checked with SBPD Officers Wong and Guldner to verify they were evacuating all the homes on the block. At this point the units on scene still believed there may have been a jet crash into the neighborhood, with a huge fuel-fed fire.

T51 crew teamed up to work with E51 crew, pulling hoselines for fire attack and LDH water supply from a hydrant approximately mid-block. It was quickly determined that there was no water in the hydrant. T51 radioed IC to have an incoming engine make a hydrant connection further back up the hill (across San Bruno Avenue), and lay in to E51. This eventually required two engines to accomplish, which took some time.

In the meantime, T51 crew worked with E51 crew to put 2.5" hoselines into position for fire attack and exposure protection. The initial 500 gallons of water from E51's tank was used up rapidly. FF Ahern from SFIA/SFFD arrived on scene asking if our crew could identify any airplane pieces such as fuselage, tail etc. Fire crews were unable to confirm the presence of any airplane parts.

As more crews arrived on scene at Glenview (E37, E33, E34, E35) they joined the effort to get a solid water supply established, and worked under E51 Captain Davis' direction. Several hoselines were operated by these crews in protecting several structures and exposures. Secondary searches of homes were also performed by some of these units.

**Narratives**

T51 crew operated their initial 2.5" hoseline fighting fire on the west side of Glenview, along the houses at 971, 961, 951 and 941 Glenview. T51 crew continued these tactics until the gas flow was shut off and complete extinguishment could be accomplished.

After a brief rehab period, T51 crew began mop up and overhaul of smoldering fires at several properties. Extra hose was removed, and a few livelines were left in service for mop up.

T51 kept watch with E51 through the morning hours until released from the scene at approximately 0700 hours. T51 returned to quarters, where we changed out PPE and restored our tools and equipment. When E51 returned to Sta 51, T51 assisted E51 in a total reload of their complement of hose and getting them ready to return to service.

T51 remained available in service at Sta 51 to respond to other calls.

Narrative Name  
 Narrative Type  
 Narrative Date  
 Author  
 Author Rank  
 Author Assignment  
 Narrative Text

Medical Group

Incident

16:58:17 Tuesday, October 12, 2010

MIL1 - McWhirter, Kevin

DC

4

Med8 (DIV Chief Kammeyer) arrived on scene went face to face with AMR supervisor Will McClurg, then to IC to establish medical group at San Bruno Ave and Glenview. Treatment, triage area set up. Polled number of Ambulance Transport units on scene and how many requested by AMR supervisor. Established communications via Cmd 35 with IC and Ops. Communicated with County EMS and AMR on MCI 1 channel on EMS Two strike teams of ambulances had been requested and primary staging for them was 1510 Rollins Road Burlingame (AMR) Units were being called as needed to decrease congestion. Mike Marsh O/S and performed as medical incident dispatch. It was determined that there were numerous casualties on the North Side and Transport Leader (AMR Supe) was sent to the North Branch to establish North Branch medical group on the MCI 1 channel. Primary comms w IC was kept on cmd 35 and primary med group location was maintained at ICP. AMR Paramedic was utilized as South Branch transport leader. Chief Powers arrived 1930 hrs and directed to North Branch to assume north branch MGS, McClurg assigned to north branch transport leader. Lifeflight requested and on scene, LZ @ San Bruno/Skyline, no patients transported by Lifeflight. Private care facility evacuated in North Branch 7 patients removed, hospitals polled by north branch transport unit leader. AT approx. 2200 hours north branch turned into operational area rehab, which was moved to the ICP at 2330 hours. Chief Powers assumed rehab leader and one Medical Group was assumed again, McClurg was transport leader. At this point Medical Group was evolving into medical unit for responder treatment. Total of 22 patients transported 15 on them came through triage. Initial response transported 7 patients out of the scene. 4 firefighters from SSFFD were transported for inhalation injuries, total of 60+ patients were seen at local hospitals. Medical plan developed and given at the end of the first operational briefing. Med unit handed off to Capt. Porcelli SSFFD.

Narrative Name  
 Narrative Type  
 Narrative Date

Division Chief John Kammeyer

General Information

Incident

16:59:18 Tuesday, October 12, 2010

**Narratives**

Author  
 Author Rank  
 Author Assignment  
 Narrative Text

MIL1 - McWhirter, Kevin  
 DC  
 4  
 National Transportation Safety Board has taken the lead in the investigation for the Glenview Incident. The report is in process and the results may not be available for several months. Additional information may be added to this report as it becomes available.

The following is a preliminary damage estimate based upon the most current information provided by CALEMA and the local jurisdiction.

Property (private)	\$55,000,000.00
Property (public)	\$16,000,000.00
Content Loss (private)	\$15,000,000.00

The following is a list of the structures that suffered various degrees of damage:

Destroyed:

Glenview Drive: 960, 951, 970, 981, 991, 1115, 1100, 1110, 1127

Claremont Drive : 1621, 1631, 1641, 1642, 1645, 1646, 1650, 1651, 1655, 1660, 1661, 1670, 1680, 1690, 1700, 1701, 710

Earl Ave.: 1701, 1711, 1721

Fairmont Drive: 1101, 1106, 1110, 1115, 1121

Concord Way: 2725, 2731, 2735, 2741

Major Damage:

Earl Ave.: 1720

Moderate Damage:

Glenview Drive: 941, 971, 1120, 1121

Claremont Drive: 1611, 1636, 1720, 1730, 1740, 1750

Earl Ave.: 1730, 1731, 1741, 1771

Fairmont Drive: 1127, 1120

Minor Damage:

Glenview Drive: 930, 940, 950, 1126, 1130, 1131

Claremont Drive: 1601, 1630, 1721, 1760, 1771, 1811



Narratives

Fairmont Drive: 1131, 1141

Concord Way: 2720, 2721, 2726, 2730, 2736, 2740, 2746, 2750, 2751, 2756, 2760, 2761, 2770, 2771, 2780, 2781, 2790, 2791, 2796

Vermont Way: 1110, 1115, 1120

Earl Ave.: 1751, 1761

Vehicles:

Destroyed: 50 Motorcycles: 2

E38

Incident

09:00:03 Wednesday, October 13, 2010

MIL1 - McWhirter, Kevin

DC

4

E-38 responded to Glenview Dr., San Bruno, as part a first alarm structure fire response. San Bruno units arrived on scene and reported numerous houses on fire. E-38 responded to Estates Drive and prepared for fire attack and search. E-38 found all the hydrants on Estates Drive not working and reported to IC that more engines were needed for water shuttle operations. IC established West Branch on Estates Drive. E-38 worked under West Branch until 0330 9/10. E-38 went to rehab.

At 0630, 9/10, E-38 reported to staging and was then assigned to South Branch. In South Branch E-38 was assigned to search operations with K-9 units. E-38 searched several structures and moped-up hot spots. E-38 was then released to demobilization at 1730 hours. E-38 returned to quarters at 1800 hours.

Captain John Ultsch

E37

Incident

07:45:41 Thursday, October 14, 2010

MIL1 - McWhirter, Kevin

DC

4

Engine 37 responded as part of a first alarm assignment to the area of Glenview Avenue in San Bruno for the report of an explosion/ fire.

Upon arrival Engine 37 made face to face contact with Battalion 9 "Glenview IC." Engine 37 was instructed to assist Engine 51 in establishing a water supply. Engine 37 was "backed" into Estates Drive and then assisted Truck 51 and Engine 51 with making a water supply.

Engine 37 was then assigned to report to the "West Branch" under Battalion Chief Park, for structure protection. Engine 37 met up with Engine 38 and Engine 35 and began structure protection off the backyards of homes located on Estates Drive. Two (1' 3/4")

Narrative Name  
 Narrative Type  
 Narrative Date  
 Author  
 Author Rank  
 Author Assignment  
 Narrative Text

Narrative Name  
 Narrative Type  
 Narrative Date  
 Author  
 Author Rank  
 Author Assignment  
 Narrative Text

## Narratives

hose lines were used to apply water to the back sides of homes located on Glenview. Engine 37 and Engine 35 were then instructed by Battalion Chief Park "West Branch" to begin water shuttle operations to supply Engine 38. Several "trips" for water were made by Firefighter Price and Cadet Gonzalez to retrieve water, until water tenders arrived. Company 37 then continued structure protection off the backyards of Estates Drive.

At approximately 23:15 hours Units assigned to the "West Branch" were assigned to relieve crews working at the location of Glenview. Engine 37 was instructed to use hand lines supplied off of Engine 51 for overhaul operations and mop up activities. Engine 37 worked several different address locations including 960 Glenview, 970 Glenview and 971 Glenview putting out "hotspots."

At approximately 03:00 09/10/2010. Engine 37 was released from the scene by "Fairview IC" Engine 37 returned to district 37, available for all calls.

Cpatain Tony Spiteri

Chief 16

Incident

14:58:09 Tuesday, October 19, 2010

MIL1 - McWhirter, Kevin

DC

4

C-16 responded to incident from home after pager notification of an explosion at Skyline and San Bruno Avenue. Enroute, the media was advising that this was a downed airliner. I arrived at the scene at approximately 1840 hours and reported to the Command Post. There, I met the initial Incident Commander, Division Chief Ron Lavezzo, and obtained a briefing from him. He had established three branches, including a north, south, and wild land branch, as well as requested a level 2 MCI. He also advised there was not a water supply established and resources were being deployed to address the issue.

Chief Myers arrived soon after and I designated him as Deputy Incident Commander. It was decided to relocate the Incident Command Post up to San Bruno Avenue and leave the initial CP at its location where the Operations team could run the incident. I proceeded to San Bruno Avenue and met with Chief Telford, who had begun evacuations in the affected area. A PG&E representative was at the Command Post location and advised that there was a high pressure gas line at the location of the fire. I asked him how long it would take to shut down the gas supply and he replied crews were responding to close the valves and that they would also have to close the distribution system so there would not be residual gas in the lines. His time estimated at that time was at least an hour for the high transmission line and another hour for the distribution system.

Representatives from the San Bruno Water Department arrived on scene and advised they were working on the water supply issue and would need to close valves to keep the water pressure sufficient.

The relocation of the ICP was not very effective, as number of resources were crowding the area. A briefing was conducted to form a unified command with law enforcement. Fire assigned Chief Jolley as Planning Section Chief and Chief Dornell as Logistics Section

Narrative Name

Narrative Type

Narrative Date

Author

Author Rank

Author Assignment

Narrative Text

**Narratives**

Chief. Some time was spent determining resource allocation and identifying logistical needs for suppression efforts. Perimeter control was also a priority. Command staffing was established at this point and it was determined that we would establish immediate incident objectives and initiate plans for the next operational period. Chief Shapelhouman was assigned Facilities and he relocated the CP to San Bruno Avenue and ordered appropriate trailers for the command staff. Fire resources for the incident were being ordered through the Area Mutual Aid Coordinator, Doug Fry. Cal-Fire had also deployed resources to the incident, as a MTZ had been identified. Air support was very effective in supporting suppression efforts.

Once the gas supply was terminated, suppression crews were very effective controlling and containing the remaining fires.

I was then requested by the City Manager to attend a media briefing at the Bayhill Shopping Center. I advised the Deputy Incident Commander that I would be attending the briefing and return when it was completed. Upon my return, I was able to tour the fire ground and plan for the next Operational Period.

At the 0700 briefing, I turned over Incident Command to Division Chief Rick Ortega.

The investigation was initiated with local resources and then we were advised that NTSB would be taking over the investigation on their arrival on Saturday, September 11.

End of Report