

Appendix H

Hazardous Materials Factual Report

Information Provided by Sacramento County

Rancho Cordova, CA
DCA-00-MA-026

To: Jim Henderson

From: Elmer Rothschild - Sac Co. Hay Mat

On 2-16-00 Fire Dispatch first dispatched units at 1452 hours.

At 2007 hours the incident was declared a Level 3 Hay Mat. because of the plane crash

At 2018 hours I was notified.

I was notified at about 2115 hours by Fire operations that there low level explosions on board the plane.

COUNTY OF SACRAMENTO

EMERGENCY OPERATIONS ACTION AND MESSAGE LOG

Name: Beth Broida Title: Comm Dispatcher Service: OCIT

Date: 2/17/00 Emergency Incident: Mather Airport Emery Crash

TIME OF DAY	MESSAGE FROM	MESSAGE TO	SENT/RECD VIA	SUMMARY OF MESSAGE OR ACTION
2009	SSD	CCTR	phone	Advised of crash request Co. Exec Terry Shutter and Carol Hopwood to be Advised.
2013	CCTR	Carol Hopwood	phone	Advised - Request Health Officer, Coroner
2015	CCTR	coroner	phone	Advised
2018	SSD	CCTR	phone	Request Haz Mat to respond
2020	CCTR	Hm 15	phone	Advised + Resp. @ 11499 Douglas X sunrise
2031	Hm 18	CCTR	radio	Advised Hm 15 + Hm 18 will respond
2032	CCTR	part 1 Gary Kukula	phone	Advised to open Golf Course @ Mather
2040	Risk Mng. Steve Pace	CCTR	phone	Risk Mang. Advised
2045	Fire	CCTR	phone	request W. & to increase water pressure
2046	CCTR	#733	radio	Advised for pressure of water
2111	Carol Hopwood	CCTR	phone	Is sending Red Cross Canteen + request portapottis (toilets)
2116	John Simmons	CCTR	phone	Advised on scene @ C Post cell 261-0057
2120	CCTR	part 2 Hwy # 730	phone	Advised need of sand, maps + toilets → backhoe to staging area @ Mather Golf Course from Fire.
2121	CCTR	Joe DiPinto	phone	need road closed signs - will respond
2128	John Capeland	CCTR	phone	is Aware of water pressure problem.
2149	CCTR	part 3 Morrison	phone	Advised to respond to yard to bring a drainage pump to crash site

02/19/00 10:37:48 PRINT REQUESTED BY TERMINAL D3
Incident History for:#F00015496 02/19/00 10:37:41

CLOSED INCIDENT Closed PREM: R W
A7 21HM3 HM3 HAZ MAT LEVEL 3 CODE 3 JUR:21 BATT:B14 0216
LOC 3745 WHITEHEAD ST ,21
-- MATHER AIRPORT ,21 (V)
SRC(TEL)

Map:174B1 TB:299G5

CONTINUATION OF CALL #476.....*****NO DISP OF UNITS REQUIRED
ENT:02/16/00 205905 DSP:02/16/00 210044 RSP:02/16/00 210044 ONS:02/16/00 210044
CHF:02/17/00 021659 ALS:02/16/00 214649

/205905 ENTRY (510043) D6 CONTINUATION OF CALL #476.....*****
*NO DISP OF UNITS REQUIRED
/205905 \$DWARN (*****) Dispatch warning, subzone 066061MA FOR ANY
EMERGENCY INVOLVING THE FLIGHT LINE OR TER
MINALS NOTIFY SAC
METRO TOWER. FOR ANY EMERGENCY INVOLVING TH
E RUNWAYS OR TAXIWAYS
NOTIFY BOTH SAC METRO AND AFSS RANCHO MURIE
TTA AT <1-800-752-7860>

/205905 \$DWARN (*****) Dispatch warning, zone 066061MA MATHER AIR
PORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY IN
TERNATIONAL
AIRPORT

/205940 SUGG (*****) 4650 (P-UNIT) 24CMS (P-UNIT) E21+@66 (P-HZ1
,S-FSL) E102+@62 (P-HZ1) E64 (P-HZ1) I5 (P-
FI) BC14 (P-CMD) BC13 (P-PIO) 2103 (P-21C)
DEFICIENCY (P-2HZ3,P-1DEC)

/205950 RELREQ (510028) ALL
/210044 DISPOS (510028) 2111 (P-21C)
/210044 \$ASNCAS (510028) 2111 \$21F00003919
/210044 ASSGOS (510028) 2151
/210044 ASSGOS (510028) 2150
/210044 ASSGOS (510028) 2417
/210044 \$ASNCAS (510028) 2417 \$24F00003862
/210044 ASSGOS (510028) 2290
/210044 \$ASNCAS (510028) 2290 \$22F00006991
/210044 ASSGOS (510028) 2401
/210044 ASSGOS (510028) 2140
/210044 ASSGOS (510028) 2103
/210044 ASSGOS (510028) 5214
/210044 \$ASNCAS (510028) 5214 \$27F00000005
/210044 ASSGOS (510028) 4650
/210044 \$ASNCAS (510028) 4650 \$ZZF00000397
/210044 ASSGOS (510028) BC15 (P-PIO)
/210044 \$ASNCAS (510028) BC15 \$34F00000502
/210044 ASSGOS (510028) BC13
/210044 ASSGOS (510028) BC1 (P-CMD)
/210044 ASSGOS (510028) I5
/210044 \$DWARN (510028) Dispatch warning, zone 066061MA
MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,
NOTIFY INTERNATIONAL
AIRPORT

/210104 CROSS (510028) #F00015476

/210110 SUGG (*****) ,SAME CALL*****
24CMS (P-UNIT) E21+@66 (P-HZ1,S-FSL) E102+@
62 (P-HZ1) E64 (P-HZ1) DEFICIENCY (P-2HZ3,P

/210120	SUGG	(*****)		-1DEC) 24CMS (P-UNIT) E21+@66 (P-HZ1,S-FSL) E102+@ 62 (P-HZ1) E64 (P-HZ1) DEFICIENCY (P-2HZ3,P -1DEC)
/210133	SUGG	(*****)		24CMS (P-UNIT) E21+@66 (P-HZ1,S-FSL) E102+@ 62 (P-HZ1) E64 (P-HZ1) DEFICIENCY (P-2HZ3,P -1DEC)
/210137	SUGG	(*****)		24CMS (P-UNIT) E21+@66 (P-HZ1,S-FSL) E102+@ 62 (P-HZ1) E64 (P-HZ1) DEFICIENCY (P-2HZ3,P -1DEC)
/210143	ASSG	(510028	) 24CMS	[00.0] (P-UNIT)
/210143	\$DWARN	(510028	) 24CMS	Unit dispatch warning: 24CMS RETURN 24CMS TO AIQ AFTER ANY DISPATCH
/210143	ASSG	(510028	) E21	@66 [00.0] (P-HZ1,S-FSL)
/210143	ASSG	(510028	) E102	@62 [00.0] (P-HZ1)
/210143	ASSG	(510028	) E64	[00.0] (P-HZ1)
/210143	\$DWARN	(510028	)	Dispatch warning, zone 066061MA MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY INTERNATIONAL AIRPORT
/210150	ASSGER	(510043	) 2221	
/210150	\$DWARN	(510043	)	Dispatch warning, zone 066061MA MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY INTERNATIONAL AIRPORT
/210155	VOICED	(510028)	
/210253	AIQ	(510028	) E102	, TONED IN ERROR
/210308	AIQ	(510028	) 24CMS	
/210311	*AIQ	(212203	) E21	
/210425	MISC	(510043	) I5	Cancelled Deficiency: HZ3
/210436	MISC	(510043	) I5	Cancelled Deficiency: DEC
/210616	ASNCAS	(510043	) I5	\$22I00000053
/210701	ASSGER	(510043	) 2292	
/210701	\$DWARN	(510043	)	Dispatch warning, zone 066061MA MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY INTERNATIONAL AIRPORT
/210809	ONSCNE	(510043	) 2292	[01:08]
/210826	ASSGER	(510040	) B19	(P-FR)
/210826	\$DWARN	(510040	)	Dispatch warning, zone 066061MA MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY INTERNATIONAL AIRPORT
/210826	*UPDATE	(224481	) E19	
/211250	C3	(510035	) E64	[11:07] , (RESP WAS THEIR LAST STATUS BEFORE MOVED T O THE 2ND CAD CALL
/211544	ASSGER	(510040	) 2410	
/211544	\$DWARN	(510040	)	Dispatch warning, zone 066061MA MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY INTERNATIONAL AIRPORT
/211858	MISC	(510059	) BC13	, STAGING ON A8, OPERATIONS ON A7, HAZMAT ON A10
/211951	SUPP	(510040	)	TXT: G66 RESPING W/150 GALLONS OF FOAM
/212014	CHGCHN	(510040	)	Channel: A3 --> A7
/212015	MISC	(510077	) 2290	, NEED REP FROM FISH AND GAME
/212046	MISC	(510060	) 2290	, NEED A REP FROM PUBLIC WORKS TO RESPOND TO STAGING AREA AT SUNRISE/DOUGLAS WITH MAPS OF THE AREA, A TRUCK LOAD OF SAND AND A BAC

				K HOE.. HAVE THEM CONTACT THE STAGING OFFICER AND HAVE THEM RAISE 2290 ON A10
/212107	ASSGER (510040)	)	G66	
/212107	\$DWARN (510040)	)		Dispatch warning, zone 066061MA MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY INTERNATIONAL AIRPORT
/212110	ASSGER (510059)	)	E21	@66 (P-TYPE[E])
/212110	\$DWARN (510059)	)		Dispatch warning, zone 066061MA MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY INTERNATIONAL AIRPORT
/212123	ASSGER (510059)	)	E102	@62 (P-TYPE[E])
/212123	\$DWARN (510059)	)		Dispatch warning, zone 066061MA MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY INTERNATIONAL AIRPORT
/212135	MISC (510060)	)	2290	, COUNTY OPERATOR CONTACTING PUBLIC WORKS AT THIS TIME
/212458	MISC (510077)	)	2290	, FISH & GAME ADV'D
/212740	ASSGOS (510028)	)	2291	
/212740	\$DWARN (510028)	)		Dispatch warning, zone 066061MA MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY INTERNATIONAL AIRPORT
/212821	ASSGOS (510028)	)	BC7	(P-CMD)
/212821	ASSGOS (510028)	)	H20	
/212821	\$DWARN (510028)	)		Dispatch warning, zone 066061MA MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY INTERNATIONAL AIRPORT
/213128	MISC (510059)	)	BC15	, BC15 IS IC
/213212	MISC (510060)	)	BC15	, BC15 SPOKE WITH WEATHER FORECASTER MARK FI NAN, FORECAST FOR NEXT 8 HRS IS WINDS FROM NORTH UNDER 5MPH, CHANCE OF LIGHT SPRINKLES , CLOUD CEILING LOW AT THIS TIME BUT SHOULD RISE LATER. [24:50]
/213316	*ONSCNE (224481)	)	E19	
/213937	ASSGOS (510028)	)	4680	
/213937	\$DWARN (510028)	)		Dispatch warning, zone 066061MA MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY INTERNATIONAL AIRPORT
/214118	MISC (510059)	)	H20	, COMPLETE LIST OF ALL AIR UNITS: H20, COMPA NY AIRCRAFT AR23, CHANNEL 3,10, SPD AR1, 90 9S STAR3 , CHP AR23
/214527	MISC (510059)	)	H20	
/214603	*AOR (241154)	)	E102	
/214637	MISC (510059)	)	BC13	, 909S CMD POST IS AT THE GOLF COURSE [25:39]
/214649	*ONSCNE (212203)	)	E21	, WHO HANDLED THE INJURED SECURITY GUARD..PE R MATHER CMD 909S FOUND HIM ATTEMPTING TO G ET FURTHER
/214925	MISC (510059)	)	BC13	, PRIORITY 1 AMBULANCE HAS 2 BLS UNITS FOR M UTUAL AID ASSIST IF NEEDED
/215438	MISC (510059)	)	BC7	
/215612	*AOR (#15)	)	I5	
/221018	SUPP (510077)	)		TXT: FISH & GAME ETA APPROX 10 MINS
/221457	MISC (510020)	)		, PER COLE W/LOGISTICS, LOGISTICS IS OPEN & JUST WAITING FOR A FLATBED
/221543	MISC (510059)	)	2151	, LOGISTICS IS OPEN WAITING FOR FLATBED

/223230	MISC	(510059)	) BC7	, MAIN SECTION OF COCKPIT DEBRIS AT NW SECTI ON OF DIVISION A
/223331	MISC	(510059)	) 2150	, LOCATED TWO OF THE THREE SOULS ON BOARD
/223348	SUPP	(510040)	) TXT:	RESP FROM INSURANCE AUTO AUCTION (PROP ERTY OWNERS) ENR, ETA 30 MINS, W ILL PROVID E ACCESS TO ANY BUILDINGS IN AREA...ALSO W/ 2 EYEWITNESS REPO RTS OF PLANE CRASH FROM D ISPATCHEES WHO HAD EVACUATED
/232037	MISC	(510059)	) 2151	, PAGE ON DUTY MECH FOR SAC CO..837-2540
/232549	*AOR	(348710)	) BC15	
/233003	MISC	(510059)	) 2150	, DIESEL FUEL TRUCK
/233334	MISC	(510059)	) 2150	, CO MECH PAGED AGAIN
/233606	MISC	(510059)	) 2151	, PAGED 2160 MECH WASINA..HE WILL NEED TO RE SPOND TO MATHUR INCIDENT AS WELL AS GIVE AC ALL ON CELL
/235459	MISC	(510059)	) 2151	, PER BC14 BULLDOZERS FROM COUNTY RELEASED A T 2345 HRS
/235656	*AOR	(22BC1C)	) BC1	
*** New Date: 02/17/00 ***				
/000523	MISC	(510059)	) H20	, CLEARED SCENE HEADING VACK TO AUBURN
/000527	AOR	(510059)	) H20	
/000550	*AOR	(241174)	) BC7	
/000832	MISC	(510035)	)	, RICH WASINA WILL RESP TO HANDLE CR67 RPOBL EM AND WILL CALL 2151 CEL
/000853	MISC	(510035)	)	, HE ADVD NO FUEL TRUCK ON CONTRACT, WILL HA VE TO BRING FUEL IN A CAN
/002025	*AOR	(212097)	) E64	
/004430	*AOR	(241058)	) 2410	
/004433	MISC	(510028)	) 2401	, CLRING SCENE***
/005316	AOR	(510059)	) 4680	
/011856	*AIQ	(212081)	) 2103	
/012631	*AOR	(212203)	) E21	
/013347	AOR	(510059)	) 4650	
/013426	MISC	(510059)	) 2290	, CONTROL NUMBER 000756
/014743	AIQ	(510059)	) 2151	
/014834	*AOR	(224481)	) E19	
/015520	*AIQ	(212394)	) 2111	
/015528	AOR	(510059)	) 2292	
/015609	*AOR	(224209)	) 2290	
/015658	AIQ	(510060)	) 2221	
/015947	AOR	(510059)	) 2417	
/020027	AIQ	(510059)	) 2150	
/021644	AOR	(510059)	) 2140	
/021659	*AVL	(212100)	) BC13	
/022008	*UPDATE	(212100)	) BC13	
/022605	*AOR	(212100)	) BC13	
/025030	AIQ	(510035)	) 5214	
/070914	AOR	(510063)	) 2401	
/094022	AIQ	(510063)	) 2291	
/110842	AOR	(510041)	) G66	
/110900	CLOSE	(510063))	
/122901	CROSS	(510063)	) #F00015476	

02/19/00 10:48:09 PRINT REQUESTED BY TERMINAL D3
Incident History for:#F00015476 02/19/00 10:48:01

CLOSED INCIDENT Closed PREM: R
A7 21AC3 AC3 AIRCRAFT ACCIDENT CODE 3 JUR:21 BATT:B14 0216
LOC DOUGLAS RD/SUNRISE BL ,21

<11600,> (V)
SRC(TEL) BILL WASHINGTON FAA EXT
9229511 Map:175B2 TB:300G6

DC8 -- UNBALANCED LOAD --RUNWAY 22
1 MI NE FIELD

ENT:02/16/00 195203 DSP:02/16/00 195222 RSP:02/16/00 195350 ONS:02/16/00 195853
CHF:02/16/00 201245 AMB:02/16/00 195932 ALS:02/16/00 195853

/195203 ENTRY (510077) D1 DC8 -- UNBALANCED LOAD --RUNWAY 22
1 MI NE FIELD

/195203 \$DWARN (*****) Dispatch warning, subzone 066061MA FOR ANY
EMERGENCY INVOLVING THE FLIGHT LINE OR TER
MINALS NOTIFY SAC
METRO TOWER. FOR ANY EMERGENCY INVOLVING TH
E RUNWAYS OR TAXIWAYS
NOTIFY BOTH SAC METRO AND AFSS RANCHO MURIE
TTA AT <1-800-752-7860>

/195203 \$DWARN (*****) Dispatch warning, zone 066061MA MATHER AIR
PORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY IN
TERNATIONAL
AIRPORT

/195204 SUGG (*****) E66 (P-FS1,S-CFC) M66+ (P-XPT,S-ALS) E61+ (
P-FS1) TR61 (P-TR1,S-EX1) CR67@62 (P-CFR) F
M62 (P-FM3) WT65 (P-WT) BC14 (P-CMD)

/195214 CHANGE (510077) Sub: --> FAA

/195214 SUGG (*****) E66 (P-FS1,S-CFC) M66+ (P-XPT,S-ALS) E61+ (
P-FS1) TR61 (P-TR1,S-EX1) CR67@62 (P-CFR) F
M62 (P-FM3) WT65 (P-WT) BC14 (P-CMD)

/195222 DISP (510028) E66 [00.0] (P-FS1,S-CFC)

/195222 \$ASNCAS (510028) E66 \$21F00003914

/195222 ASSG (510028) M66 [00.0] (P-XPT,S-ALS)

/195222 ASSG (510028) E61 [00.0] (P-FS1)

/195222 ASSG (510028) TR61 [00.0] (P-TR1,S-EX1)

/195222 ASSG (510028) CR67 @62 [00.0] (P-CFR)

/195222 ASSG (510028) FM62 [00.0] (P-FM3)

/195222 \$DWARN (510028) FM62 Unit dispatch warning: FM62
IF FM62 IS DEFICIENT FOR MANPOWER, NOTIFY T
HE RESPONDING B/C THAT WE
NEED A CLASS "A" DRIVER TO RESPOND TO STATI
ON 62 AND PICK UP THE FOAM
UNIT.

/195222 ASSG (510028) WT65 [00.0] (P-WT)

/195222 ASSG (510028) BC14 [00.0] (P-CMD)

/195222 \$DWARN (510028) Dispatch warning, zone 066061MA
MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,
NOTIFY INTERNATIONAL
AIRPORT

/195227 \$DUP (510043) R/P: SRCI:
/195239 VOICED (510028)
/195250 BALNCE (510028) AC3
/195255 BALNCE (510077) AC3

FIRE DISTRICT

/195300	MISC	(510059)	)	E66	,909S #969
/195314	SUGG	(*****)	)		Response requirements satisfied
/195318	MISC	(510059)	)	BC14	,909S ENRT
/195321	SUGG	(*****)	)		Response requirements satisfied
/195331	NODISP	(510028))		
/195331	\$CHANGE	(510028)	)		Type: AC2 --> AC3
/195350	*ENROUT	(212173)	)	E66	[01:28]
/195400	*ENROUT	(212130)	)	TR61	[01:38]
/195411	*ENROUT	(212275)	)	M66	[01:49]
/195433	MISC	(510059)	)	E66	,2473 LARGE COLUMN OF SMOKE
/195436	SUPP	(510020)	)	TXT: PER	909S THEY ARE RECEIVING CALLS THAT
					THIS IS A JET, POSS AT 11551 DOUGLAS RD, 9
					09S RESP, EVENT #969
/195452	ALARM	(510059)	)	2 21AC3	
/195455	ALARM	(510059)	)	3 21AC3	
/195511	SUGG	(*****)	)		24CMS (P-UNIT) M62+ (P-XPT,S-ALS) E64 (P-FS
					1) E60 (P-FS1) E107+ (P-FS1) TR106 (P-TR1)
					WT55 (P-WT) BC7 (P-CMD) 2111 (P-21C)
/195518	ASSG	(510028)	)	24CMS	[00.0] (P-UNIT)
/195518	\$DWARN	(510028)	)	24CMS	Unit dispatch warning: 24CMS
					RETURN 24CMS TO AIQ AFTER ANY DISPATCH
/195518	\$ASNCAS	(510028)	)	24CMS	\$24F00003857
/195518	ASSG	(510028)	)	M62	[00.0] (P-XPT,S-ALS)
/195518	ASSG	(510028)	)	E64	[00.0] (P-FS1)
/195518	ASSG	(510028)	)	E60	[00.0] (P-FS1)
/195518	\$ASNCAS	(510028)	)	E60	\$22F00006982
/195518	ASSG	(510028)	)	E107	[00.0] (P-FS1)
/195518	ASSG	(510028)	)	TR106	[00.0] (P-TR1)
/195518	ASSG	(510028)	)	WT55	[00.0] (P-WT)
/195518	ASSG	(510028)	)	BC7	[00.0] (P-CMD)
/195518	ASSG	(510028)	)	2111	[00.0] (P-21C)
/195518	\$DWARN	(510028)	)		Dispatch warning, zone 066061MA
					MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,
					NOTIFY INTERNATIONAL
					AIRPORT
/195518	\$CHANGE	(510028)	)		LVL: 1 --> 2
/195526	VOICED	(510028))		
/195528	SUGG	(*****)	)		M31+ (P-XPT) E105 (P-FS1) E108+ (P-FS1) E11
					0 (P-FS1) TR109 (P-TR1) G58+ (P-WT) BC15 (P
					-PIO)
/195544	MISC	(510059)	)	BC14	,SEND OVERHEAD BC12,0 BC13...THREE DUTY CHI
					EFS..SENIOR DUTY CHIEF
/195600	ASSGER	(510059)	)	E62	(P-FS1)
/195600	\$DWARN	(510059)	)		Dispatch warning, zone 066061MA
					MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,
					NOTIFY INTERNATIONAL
					AIRPORT
/195604	*ENROUT	(241105)	)	TR106	[00:46]
/195620	*ENROUT	(241022)	)	E107	[01:02]
/195626	ENROUT	(510059)	)	WT65	[04:04]
/195630	VOICED	(510028))		
/195642	SUPP	(510020)	)	TXT: ADD'L	CALLER STATES THE PLANE WENT INT
					O BUSINESS @ 11499 DOUGLAS RD
/195710	*ENROUT	(212462)	)	M62	[01:52]
/195712	MISC	(510035)	)	2111	,ALPHA PAGED 2111 ALSO
/195715	SUGG	(*****)	)		M31+ (P-XPT) E105 (P-FS1) E108+ (P-FS1) E11
					0 (P-FS1) TR109 (P-TR1) G58+ (P-WT) BC15 (P
					-PIO)
/195721	ASSG	(510028)	)	M31	[00.0] (P-XPT)
/195721	ASSG	(510028)	)	E105	[00.0] (P-FS1)

/195721	ASSG	(510028)	)	E108	[00.0]	(P-FS1)
/195721	ASSG	(510028)	)	E110	[00.0]	(P-FS1)
/195721	ASSG	(510028)	)	TR109	[00.0]	(P-TR1)
/195721	ASSG	(510028)	)	G58	[00.0]	(P-WT)
/195721	ASSG	(510028)	)	BC15	[00.0]	(P-PIO)
/195721	\$ASNCAS	(510028)	)	BC15	\$34F00000501	
/195721	\$DWARN	(510028)	)		Dispatch warning, zone 066061MA	
					MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,	
					NOTIFY INTERNATIONAL	
					AIRPORT	
/195721	\$CHANGE	(510028)	)		LVL: 2 --> 3	
/195727	VOICED	(510028))			
/195739	MISC	(510059)	)	BC14		
					,LARGE COLUM OF SMOKE...TAC A7 AND A9...NEE	
					D ADDTL FOAM UNITS ..HOW MANY PEOPLE ON 786	
					-8712	
/195752	SUPP	(510043)	)	TXT: PER	CHP, IN AUTO AUCTION, CHP O/S REPO	
					RTING MULTIPLE VEH FIRES	
/195756	MISC	(510059)	)	BC14		
/195801	*ENROUT	(212097)	)	E64	[02:43]	
/195802	*ENROUT	(241802)	)	G58	[00:41]	
/195805	*ENROUT	(241174)	)	BC7	[02:47]	
/195805	ASSGER	(510020)	)	BC1	(P-CMD)	
/195805	\$DWARN	(510020)	)		Dispatch warning, zone 066061MA	
					MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,	
					NOTIFY INTERNATIONAL	
					AIRPORT	
/195817	ASSGER	(510059)	)	WT58	(P-FR)	
/195817	\$DWARN	(510059)	)		Dispatch warning, zone 066061MA	
					MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,	
					NOTIFY INTERNATIONAL	
					AIRPORT	
/195819	*ENROUT	(212243)	)	M31	[00:58]	
/195828	MISC	(510020)	)		,BC1 CALLED TO REQ WE ADD HIM TO CALL AS IT	
					MAY BECOME A HAZMAT	
/195836	*ENROUT	(241178)	)	E110	[01:15]	
/195837	*ENROUT	(241104)	)	E108	[01:16]	
/195849	*ENROUT	(241010)	)	TR109	[01:28]	
/195853	*ONSCNE	(212051)	)	E61	[06:31]	
/195855	ASSGER	(510059)	)	2151		
/195855	\$DWARN	(510059)	)		Dispatch warning, zone 066061MA	
					MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,	
					NOTIFY INTERNATIONAL	
					AIRPORT	
/195902	MISC	(510043)	)	E66		
/195909	*ENROUT	(241247)	)	E105	[01:48]	
/195910	SPECL	(510035)	)	E75		
					,E75 AND FOAM UNIT TO RESPOND	
/195913	SUGG	(*****)	)		E75+ (P-UNIT)	
/195919	*ONSCNE	(212173)	)	E66	[06:57]	
/195932	*ONSCNE	(212275)	)	M66	[07:10]	
/195936	ASSG	(510028)	)	E75	[00.0]	(P-UNIT)
/195936	\$ASNCAS	(510028)	)	E75	\$71P00000664	
/195936	\$DWARN	(510028)	)		Dispatch warning, zone 066061MA	
					MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,	
					NOTIFY INTERNATIONAL	
					AIRPORT	
/195945	VOICED	(510028))			
/200000	*ENROUT	(348710)	)	BC15	[02:39]	
/200001	AOR	(510059)	)	M62		
/200004	ASSGER	(510059)	)	M62	(P-XPT, S-ALS)	

/200004 \$DWARN (510059) Dispatch warning, zone 066061MA
 MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,
 NOTIFY INTERNATIONAL
 AIRPORT

/200028 MISC (510059) E66 ,WT30 AVAIL ??
 /200037 *ENROUT (212394) 2111 [05:19]
 /200133 MISC (510059) E66 ,UNABLE TO DETERMINE HOW MANY PEOPLE ON BOA
 RD BEFORE IT WENT DOWN
 /200147 *ENROUT (717064) E75 [02:11]
 /200227 *ONSCNE (212462) M62 [02:23]
 /200307 MISC (510059) E64 ,PER BC14 FOAM UNITS,,2450, 2451..MULTICASU
 ALTY
 /200326 *ONSCNE (212130) TR61 [11:04]
 /200352 MISC (510059) BC14 ,2450 ON THE WAY TO GET MCI VEH
 /200404 MISC (510035) ,NANCY IS ON WAY IN
 /200423 SUPP (510035) TXT: E75 WILL BRING 500 GAL OF FOAM.
 /200440 MISC (510059) E64 ,2150 TO RESPOND TO COM CENTER
 /200446 ASSGER (510028) 2441 ,VIA LL
 /200446 \$DWARN (510028) Dispatch warning, zone 066061MA
 MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,
 NOTIFY INTERNATIONAL
 AIRPORT

/200459 ASSGER (510059) CR115
 /200459 \$ASNCAS (510059) CR115 \$43F00000099
 /200459 \$DWARN (510059) Dispatch warning, zone 066061MA
 MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,
 NOTIFY INTERNATIONAL
 AIRPORT

/200511 RECALL (510059) BC14
 /200523 ENROUT (510059) BC14 [13:01]
 /200556 MISC (510035) E66 ,BADER ADVD FOR CO COVERAGE COORD
 /200642 ASSGER (510028) 2150
 /200642 \$DWARN (510028) Dispatch warning, zone 066061MA
 MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,
 NOTIFY INTERNATIONAL
 AIRPORT

/200714 BALNCE (510043) HM3
 /200716 SUGG (*****)
 /200726 ASSG (510028) 4650 ,PER BC1
 /200726 \$ASNCAS (510028) 4650 4650 (P-UNIT) I5 (P-FI) 2112 (P-21C) DEFICI
 ENCY (P-2HZ3,P-1DEC)
 /200726 ASSG (510028) I5 [00.0] (P-UNIT)
 /200726 ASSG (510028) 2112 \$ZZF00000396
 /200726 \$DWARN (510028) [00.0] (P-FI)
 [00.0] (P-21C)
 Dispatch warning, zone 066061MA
 MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,
 NOTIFY INTERNATIONAL
 AIRPORT
 Type: AC3 --> HM3

/200726 \$CHANGE (510028)
 /200732 VOICED (510028)
 /200733 SUPP (510020) TXT: ETA FOR CANTEEN IS 30 MIN
 /200830 ASSGER (510020) E50 (P-RIC)
 /200830 \$DWARN (510020) Dispatch warning, zone 066061MA
 MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,
 NOTIFY INTERNATIONAL
 AIRPORT

/200912 MISC (510020) ,E50 CALLED & REQ TO BE PUT ON CALL...STATE
 S THEY ARE MUCH CLOSER THAN E75
 /200918 MISC (510059) BC14 ,H20 IS A MINUTE OUT..ASSIGNMENT??
 /200938 ENROUT (510035) E60 [14:20]

, VIA LL

/200941	*UPDATE	(241821	)	E50	
/201009	ASSGER	(510059	)	2122	
/201009	\$DWARN	(510059	)		Dispatch warning, zone 066061MA MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY INTERNATIONAL AIRPORT
/201030	ASSGOS	(510059	)	H20	
/201030	\$DWARN	(510059	)		Dispatch warning, zone 066061MA MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY INTERNATIONAL AIRPORT
/201134	*ONSCNE	(241104	)	E108	[14:13]
/201144	AOR	(510059	)	E64	
/201214	ASSGOS	(510060	)	TR21	(P-TR1)
/201224	ASSGER	(510059	)	E65	(P-PS1)
/201224	\$DWARN	(510059	)		Dispatch warning, zone 066061MA MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY INTERNATIONAL AIRPORT
/201225	CROSS	(510060	)	#F00015478	
/201228	ASSGER	(510028	)	R50	
/201228	\$DWARN	(510028	)		Dispatch warning, zone 066061MA MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY INTERNATIONAL AIRPORT
/201230	AIQ	(510035	)	24CMS	
/201233	*ONSCNE	(212394	)	2111	[17:15]
/201245	CMDONS	(510059	)	BC14	[20:23] , MATHERCMD
/201339	AOR	(510059	)	2122	
/201342	ASSGER	(510020	)	5214	
/201342	\$ASNCAS	(510020	)	5214	\$27F00000004
/201342	\$DWARN	(510020	)		Dispatch warning, zone 066061MA MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY INTERNATIONAL AIRPORT
/201413	ASSGER	(510059	)	BC13	(P-CMD)
/201413	\$DWARN	(510059	)		Dispatch warning, zone 066061MA MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY INTERNATIONAL AIRPORT
/201422	SPECL	(510059	)	BC12	
/201431	AIQ	(510020	)	2112	
/201432	SUGG	(*****	)		BC12 (P-UNIT)
/201436	ASSG	(510028	)	BC12	[00.0] (P-UNIT)
/201436	\$DWARN	(510028	)		Dispatch warning, zone 066061MA MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY INTERNATIONAL AIRPORT
/201448	*ONSCNE	(212243	)	M31	[17:27]
/201500	VOICED	(510028)		
/201503	*ONSCNE	(212100	)	BC13	[00:50]
/201515	VOICED	(510028)		
/201536	MISC	(510059	)	E66	, COUNTY COVERAGE COOR...BC5 MOVING TO BC12 FOR COVER
/201606	*ONSCNE	(241010	)	TR109	[18:45]
/201615	*ONSCNE	(22BC1C	)	BC1	[18:10]
/201637	MISC	(510060	)	CR115	, 1000 GALS WATER, , 200 GALS PFF FOAM
/201714	*AOR	(212083	)	BC12	

/201715	AIQ	(510015)	)	BC14	, MONITORING
/201911	MISC	(510059)	)	2150	, RUN DOWN ON FOAM UNITS
/202020	*ONSCNE	(241178)	)	E110	[22:59]
/202035	*ONSCNE	(241105)	)	TR106	[25:17]
/202048	*ONSCNE	(348710)	)	BC15	[23:27]
/202125	ENROUT	(510043)	)	4650	[13:59]
/202203	\$CLEAR	(510059)	)	FM62	
/202212	MISC	(510043)	)	E66	, EME1 TO MONITOR
/202227	*ONSCNE	(241821)	)	E50	[13:57]
/202235	*AOR	(241815)	)	2441	
/202435	ENROUT	(510028)	)	I5	[17:09]
					, VIA LL
/202533	MISC	(510059)	)	BC13	, OPERATIONS
/202541	MISC	(510059)	)	BC13	, OPERATIONS A8
/202632	*ONSCNE	(224716)	)	E60	[31:14]
/202816	ASSGER	(510035)	)	2103	
/202816	\$DWARN	(510035)	)		Dispatch warning, zone 066061MA MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY INTERNATIONAL AIRPORT
/203004	*ONSCNE	(717064)	)	E75	[30:28]
/203058	MISC	(510059)	)	BC1	, STG AT DOUGLAS/SUNRISE
/203151	MISC	(510059)	)	BC13	, NEG ON ADDTL FOAM UNITS
/203237	ENROUT	(510059)	)	CR67	[40:15]
/203240	ENROUT	(510059)	)	WT55	[37:22]
/203347	ASSGER	(510043)	)	E70	
/203347	\$DWARN	(510043)	)		Dispatch warning, zone 066061MA MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY INTERNATIONAL AIRPORT
/203402	ASSGER	(510040)	)	S70	
/203402	\$DWARN	(510040)	)		Dispatch warning, zone 066061MA MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY INTERNATIONAL AIRPORT
/203410	ASSGER	(510040)	)	E270	
/203410	\$DWARN	(510040)	)		Dispatch warning, zone 066061MA MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY INTERNATIONAL AIRPORT
/203422	MISC	(510059)	)	BC13	, CNDP DOUGLAS SW OF INCIDENT... DOUGLAS SO I NCIDENT
/203517	MISC	(510035)	)	E66	, CP IS DOUGLASS S/W OF INC... STAGING IN DO UG/ SUNR SO OF INC.
/203536	ONSCNE	(510040)	)	4650	[28:10]
/203659	ASSGOS	(510059)	)	CR267	062
/203659	\$DWARN	(510059)	)		Dispatch warning, zone 066061MA MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY INTERNATIONAL AIRPORT
/203946	ASSGER	(510040)	)	G115	
/203946	\$DWARN	(510040)	)		Dispatch warning, zone 066061MA MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY INTERNATIONAL AIRPORT
/204008	SUPP	(510040)	)	TXT: G115 NOW ENR W/FOAM	
/204013	ASSGER	(510020)	)	2140	
/204013	\$DWARN	(510020)	)		Dispatch warning, zone 066061MA MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT, NOTIFY INTERNATIONAL

/204016	ASSGOS	(510040)	)	2401	AIRPORT
/204016	\$DWARN	(510040)	)		Dispatch warning, zone 066061MA
					MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,
					NOTIFY INTERNATIONAL
/204049	ONSCNE	(510020)	)	2140	AIRPORT
/204058	MISC	(510060)	)		[00:36]
					,CITIZENS UTILITY IS ENRT PER IC REQUEST ,
					WILL BE NEEDED TO ASSIST WITH WATER SUPPLY
/204111	MISC	(510020)	)	2140	,2140 REQ WE CONTACT WATER DISTRICT TO INC
					PRESSURE,
/204117	MISC	(510040)	)	G115	,150 GALLONS FOAM ON BOARD
/204146	MISC	(510020)	)		,COUNTY OP ADV'D TO INC WATER PRESSURE
/204324	*ONSCNE	(#I5)	)	I5	[35:58]
/204333	ASSGOS	(510059)	)	2290	
/204333	\$DWARN	(510059)	)		Dispatch warning, zone 066061MA
					MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,
					NOTIFY INTERNATIONAL
					AIRPORT
/204352	MISC	(510059)	)	2290	,ADVISED TO CALL BADER..228-3033
/204440	SPECL	(510060)	)	AR1	
/204443	SUGG	(*****)	)		AR61 (P-AR1)
/204454	REPLAC	(510028)	)		AR61
/204454	SUGG	(*****)	)		AR106 (P-AR1)
/204525	ASSG	(510028)	)	AR106	[00.0] (P-AR1)
/204525	\$DWARN	(510028)	)		Dispatch warning, zone 066061MA
					MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,
					NOTIFY INTERNATIONAL
					AIRPORT
/204555	VOICED	(510028))		
/204806	SUPP	(510060)	)		TXT: PER INTERNATIONAL ,, EMERY IS THE COMP
					ANY, 3-4 SOULS ON BOARD
/204812	SPECL	(510035)	)	TR5 LP5	DEC19 2290
					,FOR HM3
/204813	SUGG	(*****)	)		TR5 (P-UNIT) LP5 (P-UNIT) DEC19 (P-UNIT) DE
					FICIENCY (P-UNIT[2290])
/204828	ADDREQ	(510028)	)		TR7 LP7
/204828	SUGG	(*****)	)		TR5 (P-UNIT) LP5 (P-UNIT) DEC19 (P-UNIT) TR
					7+ (P-UNIT) LP7 (P-UNIT)
/204831	ASSG	(510028)	)	TR5	[00.0] (P-UNIT)
/204831	ASSG	(510028)	)	LP5	[00.0] (P-UNIT)
/204831	ASSG	(510028)	)	DEC19	[00.0] (P-UNIT)
/204831	ASSG	(510028)	)	TR7	[00.0] (P-UNIT)
/204831	ASSG	(510028)	)	LP7	[00.0] (P-UNIT)
/204831	\$DWARN	(510028)	)		Dispatch warning, zone 066061MA
					MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,
					NOTIFY INTERNATIONAL
					AIRPORT
/204852	\$ACKSW	(*****)	)		,ACK BUTTON PUSHED AT 5 WHILE UNIT LP5
					WAS IN DSP STATUS
/204852	\$ACKSW	(*****)	)		,ACK BUTTON PUSHED AT 5 WHILE UNIT TR5
					WAS IN DSP STATUS
/204903	VOICED	(510028))		
/205050	ENROUT	(510043)	)	TR5	[02:19]
/205129	*AVL	(212081)	)	2103	
/205210	MISC	(510060)	)		,PAUL WITH ARDEN CORDOVA WATER RESPONDING T
					O ASSIST WITH WATER SUPPLY
/205234	ASSGOS	(510040)	)	2417	
/205234	\$DWARN	(510040)	)		Dispatch warning, zone 066061MA
					MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,

NOTIFY INTERNATIONAL
AIRPORT

*** New Date: 02/19/00 ***

/104802 MISC (*****)

*** New Date: 02/16/00 ***

/205255 ASSGER (510043) B114

(P-FR)

/205255 \$DWARN (510043)

.4 PERSON CREW

Dispatch warning, zone 066061MA

MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,
NOTIFY INTERNATIONAL

AIRPORT

/205301 MISC (510040) E66

,2417 OS/PIO

/205340 *ENROUT (224538) LP5

[05:09]

/205454 MISC (510020)

,CAPT HAVERTY IS PIO

/205535 ASSGER (510020) 2292

/205535 \$DWARN (510020)

Dispatch warning, zone 066061MA

MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,
NOTIFY INTERNATIONAL

AIRPORT

/205541 MISC (510035) DEC19

,WILL BE RESP'G SHORTLY

/205547 MISC (510040) E66

,***11485 DOUGLAS BLVD... COMMAND POST

/205630 MISC (510059) BC13

,PIO 2417 CAPT HAVERTY ..2245 HOURS FLIGHT
RESTRICTIONS LAW ENFORCEMENT CRAFT ONLY 500
0 FT 5000 NAUTICAL MILES

/205719 AOR (510043) 2150

/205719 AOR (510043) 2111

/205719 AOR (510043) 2151

/205719 AOR (510043) 2417

/205719 AOR (510043) 2290

/205720 MISC (510035) E66

,02/16/00 20:57:01 Message To: COMM Message
Re-routed from terminal: D5 #5100
40

/205720 MISC (510035) E66

, ***11485 DOUGLAS BLVD... COMMAND POST/

/205720 MISC (510035) E66

,notx

/205730 *ENROUT (224671) TR7

[08:59]

/205752 AOR (510043) 2401

/205752 AOR (510043) 2140

/205752 AOR (510043) 2103

/205752 AOR (510043) 4650

/205752 AOR (510043) BC15

/205752 AOR (510043) BC13

/205752 AOR (510043) BC1

/205752 AOR (510043) I5

/205804 AOR (510043) 5214

/205804 ASSGOS (510040) E63

(P-FS1)

/205804 \$DWARN (510040)

Dispatch warning, zone 066061MA

MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,
NOTIFY INTERNATIONAL

AIRPORT

/205821 *ENROUT (224520) LP7

[09:50]

/205823 ASSGOS (510028) E31

(P-FS1)

/205823 \$DWARN (510028)

Dispatch warning, zone 066061MA

MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,
NOTIFY INTERNATIONAL

AIRPORT

/205843 SPECL (510059) OBS200

/205846 SUGG (*****)

OBS200 (P-UNIT)

/205853 MISC (510059) E66

,02/16/00 20:57:01 Message To: COMM Message
Re-routed from terminal: D5 #5100
40

/205853	MISC	(510059)	)	E66	, ****11485 DOUGLAS BLVD... COMMAND POST/
/205853	MISC	(510059)	)	E66	,notx
/205911	ASSG	(510028)	)	OES200	[00.0] (P-UNIT)
/205911	\$DWARN	(510028)	)		Dispatch warning, zone 066061MA
					MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,
					NOTIFY INTERNATIONAL
					AIRPORT
/210016	ASSGER	(510040)	)	AR27	
/210016	\$DWARN	(510040)	)		Dispatch warning, zone 066061MA
					MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,
					NOTIFY INTERNATIONAL
					AIRPORT
/210028	ENROUT	(510035)	)	OES200	[01:17]
					,VIA LL
/210104	CROSS	(510028)	)	#F00015496	
					,SAME CALL*****
/210122	ASSGER	(510040)	)	2291	
/210122	\$DWARN	(510040)	)		Dispatch warning, zone 066061MA
					MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,
					NOTIFY INTERNATIONAL
					AIRPORT
/210315	VOICED	(510028))		
/210538	ONSCNE	(510043)	)	E70	[31:51]
/210547	MISC	(510059)	)	E66	,HAZMAT ON A10
/210651	AOR	(510043)	)	2292	
/210731	ONSCNE	(510035)	)	AR106	[22:06]
					,WITH TR106 AT TIME OF TRK INITIAL DISPATCH
/210814	*AOR	(212462)	)	M62	
/210830	ENROUT	(510040)	)	DEC19	[19:59]
/211932	SPECL	(510040)	)	E E	
					,C2 TO STAGING
/211934	SUGG	(*****)	)		E21+@66 (P-TYPE[E]) E102+@62 (P-TYPE[E])
/211951	ASSG	(510028)	)	E21	@66 [00.0] (P-TYPE[E])
/211951	ASSG	(510028)	)	E102	@62 [00.0] (P-TYPE[E])
/211951	\$DWARN	(510028)	)		Dispatch warning, zone 066061MA
					MATHER AIRPORT -- ON ANY AIRCRAFT INCIDENT,
					NOTIFY INTERNATIONAL
					AIRPORT
/212051	VOICED	(510028))		
/212105	AOR	(510059)	)	E21	
/212118	AOR	(510059)	)	E102	
/212210	ONSCNE	(510040)	)	AR27	[21:54]
/212257	CHANGE	(510060)	)		Loc: 3745 WHITEHEAD ST ,21 -- MATHER AIRPOR
					T ,21 --> DOUGLAS RD/SUNRISE BL ,21 ,
					Subzone: 066061MA --> 066061C2
/212739	AOR	(510028)	)	2291	
/212813	AOR	(510028)	)	BC7	
/212813	AOR	(510028)	)	H20	
/212911	*ONSCNE	(224671)	)	TR7	[40:40]
/213020	CHANGE	(510077)	)		Sub: FAA --> FAA EXT 222,
					R/P Phn: --> 9229511
/213241	ASSGOS	(510019)	)	4680	
/213933	AOR	(510028)	)	4680	
/214225	MISC	(510059)	)	E66	,CHP AR23 IS LAW/AIR TRAFFIC CONTROL FOR TH
					E AREA
/214417	MISC	(510023)	)	E66	,BLUE DIAMOND ALMONDS AND OTHER MISC NON HA
					ZARD MATERIALS...CONTACT PERSON AT EMORY IS
					ANNA 18004626205
/214455	MISC	(510023)	)	E66	,PLANE IS OWNED BY EMNORY AIRLINES CONTENBL
					UE DIAMOND ALMONDS AND OTHER MISC NON HAZAR

/214508 MISC (510023) E66
 /215017 MISC (510040) E66
 /215046 MISC (510040) E66
 /215146 MISC (510040) E66
 /215246 *AOR (241272) AR106
 /215636 *AOR (224716) E60
 /215712 *AOR (212182) TR21
 /220421 MISC (510035)
 /220423 MISC (510077) E66
 /221638 *AIQ (241105) TR106
 /224606 \$ASSG (510023) BC14
 /225256 MISC (510059) CR67
 /231133 MISC (510035)
 /231248 MISC (510035)
 /233300 MISC (510035)
 /233540 MISC (510035)
 /234308 MISC (510035)
 *** New Date: 02/17/00 ***
 /000317 *AOR (717064) E75
 /000814 MISC (510035)
 /000920 MISC (510035)
 /001425 AIQ (510043) OES200
 /001947 AIQ (510043) E270
 /002000 ASSGER (510043) S270
 /005333 AOR (510059) E114
 /005852 *AOR (241247) E105
 /010757 MISC (510020)
 /010933 AOR (510059) CR267
 /011024 *AOR (241010) TR109
 /011204 AOR (510059) G115
 /012010 AOR (510043) E70
 /012305 *ONSCNE (224520) LP7
 /012507 *ONSCNE (224441) TR5
 /012522 *AOR (224520) LP7
 /012814 AOR (510059) CR115
 /012918 MISC (510059) BC14
 /013619 *ONSCNE (241022) E107
 /013934 MISC (510035)
 /014409 MISC (510059) E65
 /014833 *AOR (224441) TR5
 /014856 *AIQ (224538) LP5
 /014916 *AOR (224671) TR7
 /014951 *AOR (212051) E61
 /015429 AOR (510059) WT55
 /015506 AOR (510059) AR27

D MATERIALS...CONTACT PERSON AT EMO
 , CLOTHING, MISC NON HAZARDOUS ITEMS
 , MATHER COMMAND IS SWITCHING BTW CHIEF MCDO
 NALD/ANDERSON
 , SING PT TRXPED, NOT BY AMBULANCE, UNK WHER
 E, PINKERTON EMPLOYEE
 , HOSE EQUIP 1, ...REQ BC12 CONTACT ON A2
 , MARRYLOU PIERCE ADVISED OF THE HM3
 , PINKERTON SEC GUARD FRED CAMPBELL-- @ KAIS
 ER NORTH
 , OUT MECH..NW SECTION OF DIVISION A
 , PER LOGISTICS ROCKLIN FIRE CAN STAND DOWN
 ON THE REQ FOR FOAM AND PSI, ROCKLIN ADVISE
 D {ROCKLIN CAPT FIXES @ 632-4155}
 ..
 , CR67 RAN OUT OF FUEL, NEED MECH, TO BLEED
 THE INJECTORS AND A FUEL TRUCK WITH DEISEL.
 .. CR67 IS LOCATED BEHIND 267 AT THE NW COR
 NER OF THE INCIDENT.
 , NO ANS AT ON DUTY MECH HOME AND NO RESP PA
 GER, TRYING 2160 NOW
 , RICH WASINA WILL WORK ON GETTING SOMEONE S
 TARTED FOR CR67
 , RICH WASINA WILL RESP TO HANDLE CR67 RPOBL
 EM AND WILL CALL 2151 CEL
 , HE ADVD NO FUEL TRUCK ON CONTRACT, WILL HA
 VE TO BRING FUEL IN A CAN
 , 2303 FROM INT'L AIRPORT CLEARED SCENE @ 00
 52
 [04:34]*
 [04:36]*
 , RELEASING TAC A8, A9, A10..RELEASING HAZMA
 T CREWS SHORTLY
 [05:41]*
 , PER 2290- CONTROL NUMBER 000756
 , CONTACT THE ON DUTY MECH..HAVE HIM RETURN

/015600 *AOR (241178) E110
 /015800 AIQ (510060) S70
 /015800 AIQ (510060) S270
 /015804 *AOR (212243) M31
 /020647 *ONSCNE (241856) R50
 /020717 MISC (510059) BC14
 /020807 MISC (510059) BC14
 /021222 *AOR (241104) E108
 /022752 *AOR (241856) R50
 /022758 *ONSCNE (212417) E65
 /022801 AOR (510059) E50
 /022810 \$ASSG (510059) E50
 /023013 AIQ (510059) CR67
 /023854 *AOR (212424) E31
 /024210 *AOR (212417) E65
 /024219 *AOR (241821) E50
 /024333 *AOR (212092) E62
 /025638 CHANGE (510035)

[05:54]*
 ,2301 RELEASED FROM THE SCENE
 ,2473 RELEASED

[06:15]*

Type: HM3 --> AC3,
 Type Desc: HAZ MAT LEVEL 3 --> AIRCRAFT A
 CCIDENT,

Asgn: 21HM3 --> 21AC3

/025638 UPDATE (510035)
 /025705 AIQ (510059) WT65
 /025708 *ONSCNE (241802) G58
 /030121 *AOR (212130) TR61
 /030402 *AOR (241022) E107
 /034258 MISC (510060) BC14
 /041649 MISC (510060) BC14
 /061306 *AOR (241802) G58
 /061338 AOR (510059) WT58
 /071218 *AOR (212098) E63
 /075424 AIQ (510063) DEC19
 /105403 ASSGER (510063) TR61

[06:59]*

,***** NTSB IS ON SCENE *****
 ,***** NTSB PAGER # 800-217-7295

/105410 ONSCNE (510063) TR61
 /110846 ASSGOS (510041) G66
 /122901 CROSS (510063) #P00015496
 /125502 ASSGOS (510040) E61
 /131212 *AOR (212173) E66
 /131526 *AOR (212275) M66
 /132847 MISC (510063) BC14
 /132859 MISC (510063) BC14
 /133427 MISC (510063) TR61

@66
 ,30 MIN
 [00:07]

@66

,2111 TO CONTACT ON CELL
 ,2111 COPIED
 ,CHIEF CRUMP/INTERNATIONAL...8740655, CAN B
 E PAGED BY INTERNATIONAL DISP
 (P-FR,S-ALS)

/141819 ASSGOS (510040) E62
 /141822 CMDONS (510040) E62
 /141837 MISC (510040) E62

,. E61 AND BC14 AT MEETING W/NTSB AT SHERAT
 ON

/152436 STAGED (510040) BC14
 /152439 ONSCNE (510040) BC14
 /152944 *AOR (212058) TR61
 /154757 *AOR (212119) E61
 /164508 MISC (510019) BC14

,TURNED OVER TO NTSB...ALL FIREFIGHTERS RE
 MOVED FROM SCENE.....SAC CO SHERIFF BADGE #
 880 REMAINING FOR SECURITY

/164532 AOR (510019) G66
 /165707 *AOR (212080) BC14
 /171958 *AOR (212092) E62
 /172018 CLOSE (510063)



COUNTY OF SACRAMENTO
Environmental Management Department
Mel Knight, Director

Bonnie Coleman, Manager
Administrative Services
Raymond E. Hackett, Manager
Environmental Health
Jeanette M. Musil, Manager
Hazardous Materials

March 3, 2000

To: Jim Henderson
NTSB Haz Mat Investigator

From: Elise Rothschild
Haz Mat Specialist

Subject: Emery Airlines Plane Crash on Douglas Blvd. In Rancho Cordova, CA

I am sorry that this has taken so long, but here is the additional information that you requested.

As per the attached Sacramento County Sheriff's Reports, at 2014 hours Deputy Haynes (office phone number [REDACTED] pager number [REDACTED] cell phone number [REDACTED]) was working the incident perimeter at Douglas Blvd. And Mather Road when two men approached him stating they worked for Emery Airlines. The Emery Airlines employees were asked if anything dangerous was on the plane and they stated that there were explosive detonators on board. They gave Deputy Haynes the exact information regarding the explosives. Deputy Haynes then put that information over the radio.

The above information is the first time that anyone on scene was made aware of the haz mat cargo on the plane. Please let me know if you need any additional information.

I enjoyed the opportunity to work with you on this investigation.

**SACRAMENTO COUNTY SHERIFF'S DEPARTMENT
CONTINUATION REPORT**

A				E
F				J

00-11933

REPORT NUMBER

AUTHORITY Incident	SECTION	FEL	MSD	INTERVIEW	MONTH	DAY	YEAR	TIME
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COMPLAINANT/VICTIM (LIST FIRST VICTIM IF MORE THAN ONE)

PERSON INTERVIEWED (LAST, FIRST MIDDLE)	LOCATION 11499 Douglas (Salvage Yard East of Mather Field)
---	---

TIME/DATE

REPORT INFORMATION IN CHRONOLOGICAL ORDER.

- 1950 Hours/02-16-2000:** I, Deputy Archer #1014, was advised by Captain Craft that he had just seen a plane crash near Mather Field. Captain Craft directed me to respond to the scene and begin setting up the command post for a unified command. Captain Craft stated the he was enroute and would be notifying the Sheriff and the State Office of Emergency Services Warning Center. He also advised that he requested Sheriff's Mobile Command 1. The Plane had crashed into a large salvage yard just East of Mather Field
- 2009 Hours:** Captain Craft requested that Sacramento City Fire City Hazmat Team respond to the incident.
- 2010 Hours:** Captain Craft notified Reserve Deputy Don Savage to respond to the scene and assist with implementation of the Incident Command System.
- 2015 Hours:** Captain Craft requested notification and response of Sacramento County Environmental Management.
- 2018 Hours:** Captain Craft requested that Carol Hopwood Sacramento County Office of Emergency Services make appropriate notifications and locate shelter sites for possible evacuations.
- 2027 Hours:** Captain Craft requested an on-scene Lieutenant to coordinate with Public Works and CHP for road closures around the incident.
- 2029 Hours:** Deputy Reitz and I arrived at the Command Post located at the Mather Golf Course.
- 2033 Hours:** Captain Craft requested coordination with on scene Lieutenant for security at the entrances to the Mather Air Force Base.
- 2040 Hours:** Upon arrival at the scene Captain Craft assumed Incident Command and directed Lieutenant R.C. Smith to become the Law Branch Operations Section Chief.
- 2050 Hours:** Deputy Savage arrived at the scene and began to facilitate implementation of the Incident Command System.
- 2100 Hours:** Captain Craft directed me to document actions and activities of the Incident Commander.

INVESTIGATING OFFICER Archer	BADGE 1014	DIV Emergency Ops	APPROVING SUPERVISOR	PAGE 1
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**SACRAMENTO COUNTY SHERIFF'S DEPARTMENT
CONTINUATION REPORT**

A				E
F				J

00-11933

REPORT NUMBER

AUTHORITY Incident	SECTION	FEL	MISD	INTERVIEW	MONTH	DAY	YEAR	TIME
COMPLAINANT/VICTIM (LIST FIRST VICTIM IF MORE THAN ONE)								
PERSON INTERVIEWED (LAST, FIRST MIDDLE)				LOCATION Salvage Yard East of Mather Field				

TIME/DATE

REPORT INFORMATION IN CHRONOLOGICAL ORDER

- 2112 Hours:** Captain Craft again advised that the media staging area would be near the driving range west of the Command Post.
- 2125 Hours:** American River Fire Chief Rick Martinez arrived at the Command Post. At which time he became part of the Incident Command Structure.
- 2130 Hours:** Briefing conducted for all personnel at Command Post. Media located on West Side of golf course. Escort established for Water Department personnel. Steve Murphy from Emery Worldwide Airlines identified himself as contact person. (Crashed plane previously identified as belonging to Emery Worldwide Airlines)
- 2036 Hours:** The Incident Command System was implemented with all needed sections staffed.
 2136 The following ICS positions were staffed:

- | | |
|----------------------------------|--|
| Incident Commander | Captain Robert Craft |
| Communications Officer | Sergeant Bob Calvin |
| Records Officer | Deputy Jim Archer/ Deputy Charles Turner |
| Liaison Officer | Lieutenant Gary Gritzmacher |
| Safety Officer | Sergeant Mike Lewis |
| Public Information Officer | Sergeant Rick Gibson |
| LEICS Officer | Deputy (Res) Don Savage |
| Operations OIC | Fire Chief Rick Martinez |
| Law Branch Operations OIC | Lieutenant R.C. Smith |
| Perimeter/Site Security OIC | Lieutenant Jeff Boyes |
| Crash Scene Security OIC | Sergeant Dave Gneiting |
| Traffic OIC | Lieutenant Steve Lerwill (CHP) |
| Air Operations Branch OIC | Deputy Craig Maples |
| Planning/Intel OIC | Sergeant Don Nelson |
| P/I Tech Specialist Hazmat | Deputy Terry Reitz |
| P/I Tech Specialist Hazmat | Ken Hawkswood (County EMD) |
| Crime Scene Investigations (CSI) | Sergeant Bill Meyers |
| Logistics OIC | Sergeant Larry Rael |
| Staging OIC | Sergeant Dave Braceros |
| Mobile Command Post Coordinator | Sergeant Paul Hauptman |

INVESTIGATING OFFICER Archer	BADGE 1014	DIV Emergency Ops	APPROVING SUPERVISOR	PAGE 2
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**SACRAMENTO COUNTY SHERIFF'S DEPARTMENT
CONTINUATION REPORT**

A				E
F				J

00-11933

REPORT NUMBER

AUTHORITY	SECTION	FEL	MIBD	INTERVIEW	MONTH	DAY	YEAR	TIME
Incident								

COMPLAINANT/VICTIM (LIST FIRST VICTIM IF MORE THAN ONE)

PERSON INTERVIEWED (LAST, FIRST MIDDLE)	LOCATION
	Salvage Yard East of Mather Field

TIME/DATE

REPORT INFORMATION IN CHRONOLOGICAL ORDER.

As American River Fire performed primary Operations functions refer to American River Fires' operational report for additional Operations ICS personnel. The following additional personnel were present representing their respective agencies expertise:

- | | |
|--------------------------------|--------------------------------------|
| American River Fire | Glen McDonald |
| FBI | Agent Robert Born |
| Emery Air | Steve Murphy |
| Air Logistics | Major Robert Gonzalez (US Air Force) |
| Sacramento County Fire | Battalion Chief Geoff Miller |
| County Water | Wade Proctor |
| Chaplain | Mindy Russel (Sheriff) |
| Red Cross | Joe Pitts |
| California EPA | John Sarno |
| Sacramento County Risk Manager | Steven Page |
| Sacramento County Hazmat | Richard Leibold |
| Sacramento County Public Works | Brian Waggell |
| Sacramento County Public Works | John Simmons |
| Fish and Game | Officer John Simmons |
| Emery Air | Hal C. Kern |
| FAA | Dan Mcgehee |
| California National Guard | LTC Terry Knight |
| Department of Airports Fire | Chief James Crump |
| Department | |
| OES Fire | Chief Zagaris |
| OES State Operations Unit | George Whitney |

2040 Hours: Chief Robert Denham had the snack bar at the golf proshop located next to the Command Post opened for on scene personnel.
2140

2143 Hours: Supervisor Don Natoli arrived at the command post.

2150 Hours: Captain Craft verified development of Incident Action Plan by Planning and Intel Section.

INVESTIGATING OFFICER	BADGE	DIV	APPROVING SUPERVISOR	PAGE
Archer	1014	Emergency Ops		3

**SACRAMENTO COUNTY SHERIFF'S DEPARTMENT
CONTINUATION REPORT**

A				E
F				J

00-11933

REPORT NUMBER

AUTHORITY	SECTION	FEL	MISO	INTERVIEW	MONTH	DAY	YEAR	TIME
Incident								

COMPLAINANT/VICTIM (LIST FIRST VICTIM IF MORE THAN ONE)

PERSON INTERVIEWED (LAST, FIRST MIDDLE)	LOCATION
	Salvage Yard East of Mather Field

TIME/DATE

REPORT INFORMATION IN CHRONOLOGICAL ORDER.

- 2157 Hours:** Captain Craft directed the Law Branch Operations Section to maintain scene security for NTSB and FAA.
- 2159 Hours:** Captain Craft directed Site Safety Officer, Sergeant Lewis, and Tech/Specialist/HAMAT Officer Deputy Reitz to meet with Emery Worldwide Airlines representative to go over the cargo manifest.
- 2200 Hours:** Briefing conducted for all personnel at the Command Post. Captain Craft designated Rick Gibson as the lead Public Information Officer and directed that all media releases be approved before dissemination. Media staging area was located in the lower parking lot West of the Proshop. Captain Craft directed Lieutenant Smith to broadcast location of media staging.

Chief Martinez advised that the fuel has burned off and the fire is under control at this time. There are still several hours of firefighting to put out all of the small remaining fires and the runoff from the fires is being addressed. Captain Craft directed all Sheriff personnel to stay out of the fire zone. Captain Craft directed Operations Section to broadcast the information on sheriff radio channels.

Captain Craft directed Air Operations to reconfirm the no-fly zone in the area. FAA personnel requested a camera crew be allowed into the crash scene. NTSB is enroute and requested that the Sheriff's Department maintain scene security and minimize entry. FAA requested a release to open two airstrips. Captain Craft advised that we would evaluate opening the airstrips.

Captain Craft directed Deputy Maples from Air Operations to coordinate with FAA.

Sergeant Lewis advised that CSI would go into the scene when fire advises it is clear to take photographs for FAA.

FAA personnel stated that it does not appear to be a crime scene at this time.

Captain identified on scene personnel from the FBI, FAA, County Board of Supervisors, CHP, Fish and Game, Emery Worldwide Airlines, City Fire Hazmat Team, and American River Fire. Captain Craft also identified on scene Sacramento County Sheriff's Department command staff including: Undersheriff Carol Daly, Assistant Sheriff Bill Roberts, Chief Robert Denham and Chief Philip Murphy. Input was solicited from command staff from represented agencies for information that would be important to the operations at the incident

Captain Craft set the next briefing for 2245 hours.

INVESTIGATING OFFICER	BADGE	DIV	APPROVING SUPERVISOR	PAGE
Archer	1014	Emergency Ops		4

**SACRAMENTO COUNTY SHERIFF'S DEPARTMENT
CONTINUATION REPORT**

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00-11933

REPORT NUMBER

AUTHORITY	SECTION	FEL	MISD	INTERVIEW	MONTH	DAY	YEAR	TIME
Incident								
COMPLAINANT/VICTIM (LIST FIRST VICTIM IF MORE THAN ONE)								
PERSON INTERVIEWED (LAST, FIRST MIDDLE)				LOCATION				
				Salvage Yard East of Mather Field				

TIME/DATE

REPORT INFORMATION IN CHRONOLOGICAL ORDER.

Captain Craft directed Law Branch Operations Section to supply Emery Worldwide Airlines personnel with a route to the Command Post.

2225 Hours: Lynn Dorsey from Emery Worldwide Airlines arrived on scene and was briefed on the situation. Captain Craft advised Dorsey that we will coordinate with them for site security.

2227 Hours: Captain Craft requested an update on the status of hazardous material runoff from site.

2234 Hours: Captain Craft advised Lieutenant Smith to coordinate with Emery Worldwide Airlines regarding site security.

2240 Hours: Chief Martinez advised that the Incident Action Plan should run through 0800 hours. When suppression of fire is complete, they will scale down onsite personnel.

FAA advised that the airstrips on neighboring Mather Field would not be opened at this point.

Captain Craft requested a dayshift aircrew for photographs and security.

2250 Hours: Briefing of command staff started. I was directed to advise the Public Information Officer of the briefing.

2257 Hours: I returned to the briefing with the Public Information Officer.

City Fire Hazmat Chief Vasquez advised that they were checking with Public Works for booms and pads to handle runoff and bulldozers and back hoes for further mitigation.

Fire Chief Martinez advised that the suppression effort is going well and will probably continue through the night with a scaled down crew. There is a small amount of foam runoff visible from the air. It is being contained by berms that are being built. It will expedite the mitigation if we are advised of any additional Hazmat needs early.

Highway Patrol advised that they are escorting wide-loads of requested heavy equipment to the site and would shortly be opening up Sunrise Blvd.

INVESTIGATING OFFICER	BADGE	DIV	APPROVING SUPERVISOR	PAGE
Archer	1014	Emergency Ops		5

**SACRAMENTO COUNTY SHERIFF'S DEPARTMENT
CONTINUATION REPORT**

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REPORT NUMBER

AUTHORITY Incident	SECTION	FEL	MISD	INTERVIEW	MONTH	DAY	YEAR	TIME
COMPLAINANT/VICTIM (LIST FIRST VICTIM IF MORE THAN ONE)								
PERSON INTERVIEWED (LAST, FIRST MIDDLE)				LOCATION Salvage Yard East of Mather Field				

TIME/DATE

REPORT INFORMATION IN CHRONOLOGICAL ORDER.

County Environmental advised that California EPA is bringing in monitoring equipment.

Captain Craft directed Sergeant Lewis to coordinate with Air Operations and get a current weather report.

Captain Craft set the next briefing for 2345 hours.

Sergeant Gibson (PIO) advised that Channel 3 was seen within 100 feet of crash site prior to site being secured.

Captain Craft asked FAA to coordinate with Channel 3 to get video footage.

2305 Hours: Joe Pitts from American Red Cross arrived with crew to distribute food and water to Fire Operations, Perimeter and Command Staff, and other agency personnel.

2317 Hours: Undersheriff Daly cleared the scene.

2323 Hours: More representatives' form Emery Worldwide Airlines arrived on scene.

2330 Hours: Meeting regarding staffing. Captain Craft advised that the fire was out and the HAZMAT was under control. The perimeter is being scaled back and non-essential personnel are leaving the scene. We will be doing a roll call and deactivating personnel.

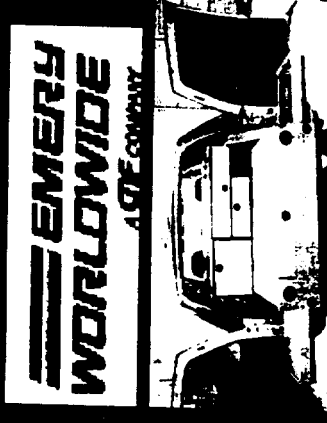
2336 Hours: Boeing investigator Norm Sauce arrived on scene and was escorted to the FAA representatives.

0005 Hours: I cleared the scene at the direction of Captain Craft.

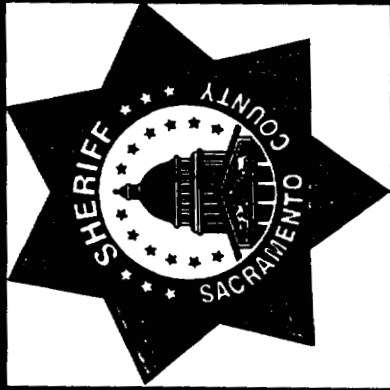
INVESTIGATING OFFICER Archer	BADGE 1014	DIV Emergency Ops	APPROVING SUPERVISOR	PAGE 6
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UNIFIED COMMAND



SACRAMENTO COUNTY SHERIFF'S DEPARTMENT



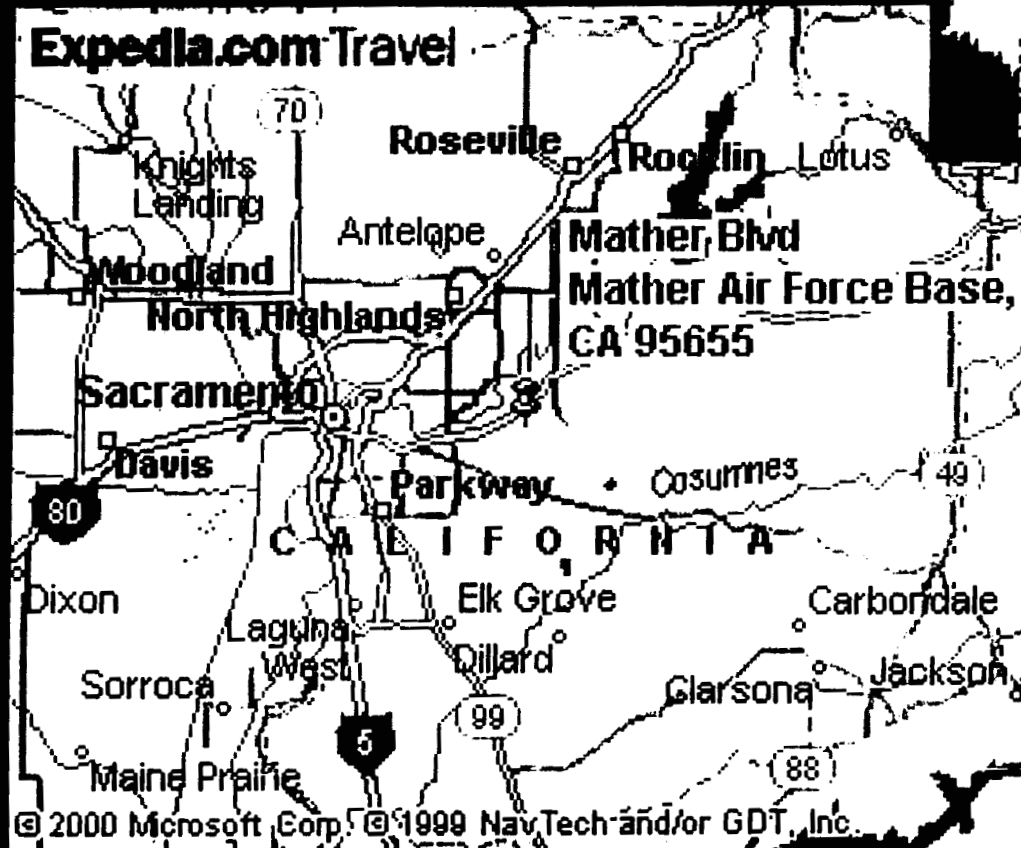
SPECIAL OPERATIONS DIVISION

EMERY PLANE CRASH 02-16-2000

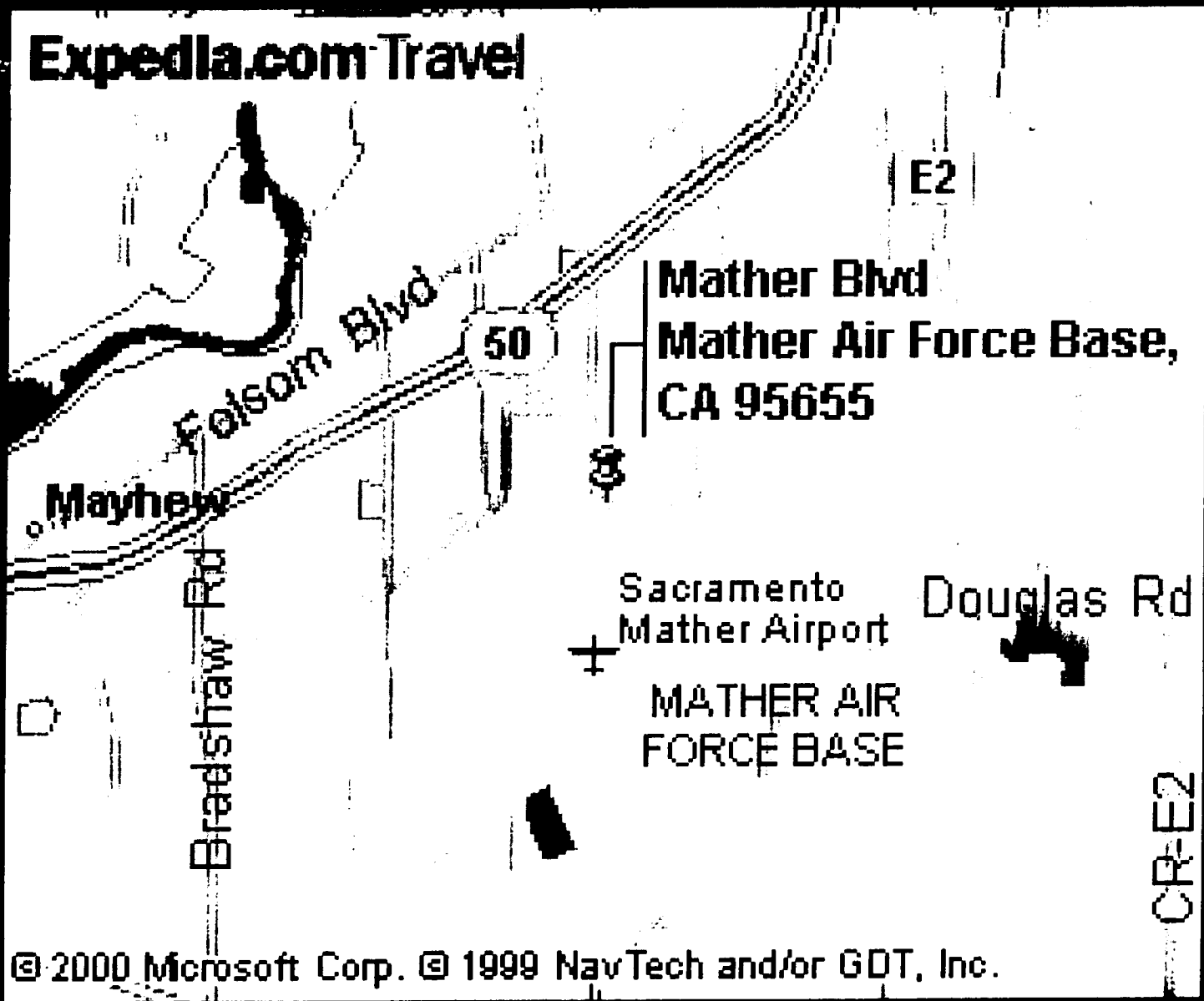


DEBRIEFING

SACRAMENTO-MATHER AIRPORT IS
LOCATED IN THE FORMER MATHER
AIR FORCE BASE



Expedia.com Travel



Mather Blvd
Mather Air Force Base,
CA 95655

Sacramento
Mather Airport

MATHER AIR
FORCE BASE

Douglas Rd

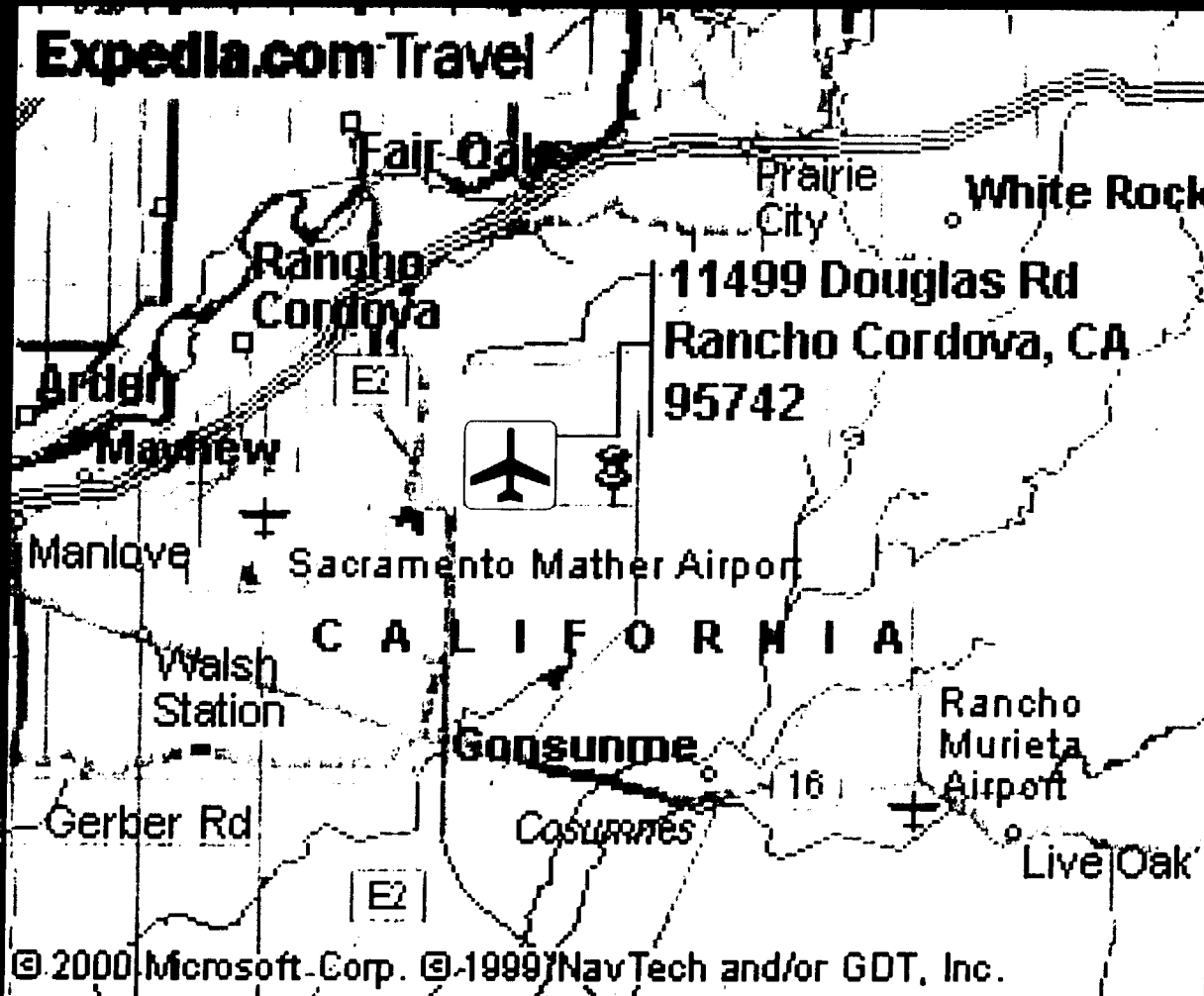
CR-E2

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CRASH SITE

11499 DOUGLAS ROAD

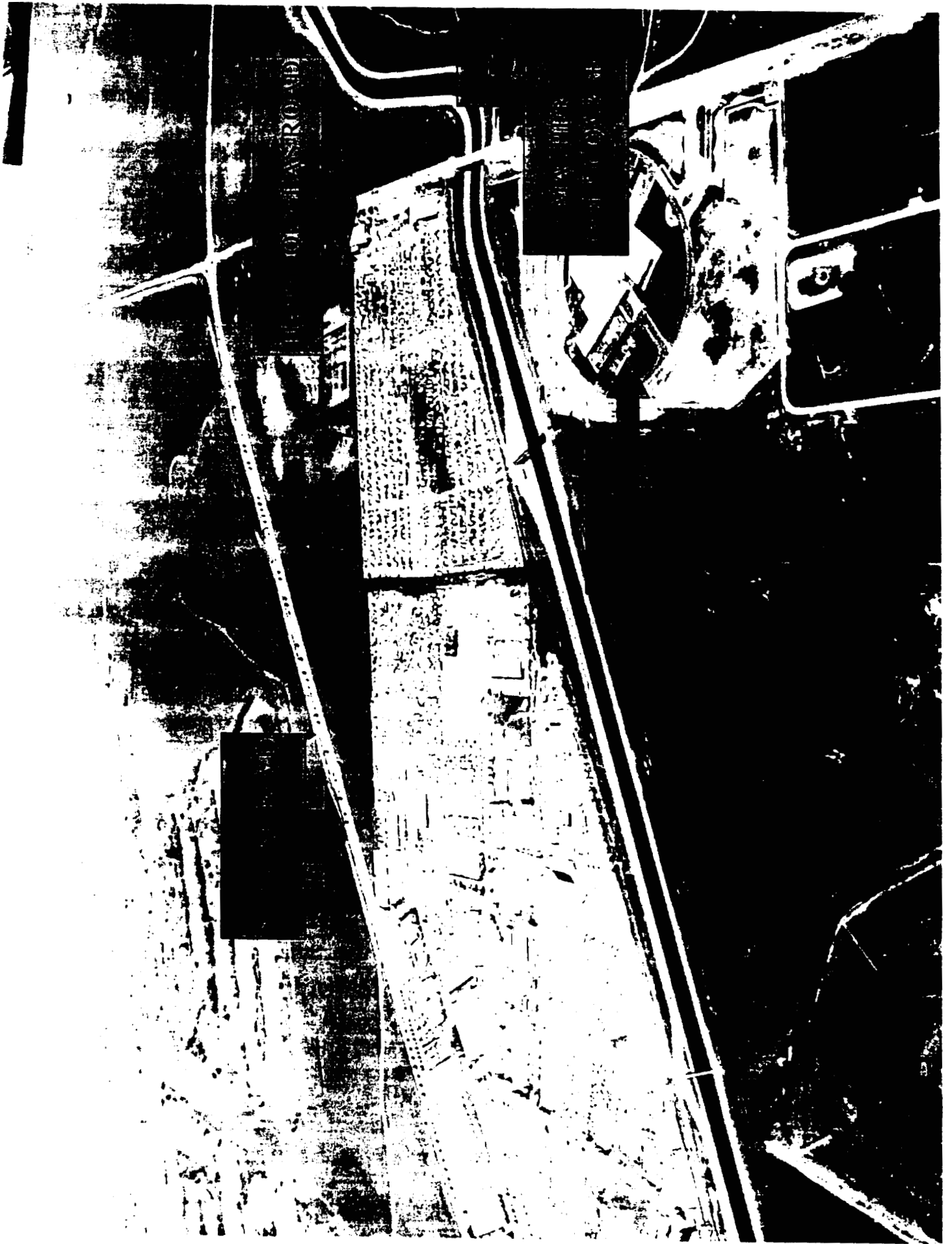


EMERY WORLDWIDE IS LOCATED AT 10260 TRUEMPER WAY
AT MATHER FIELD



UNITED STATES AIR FORCE





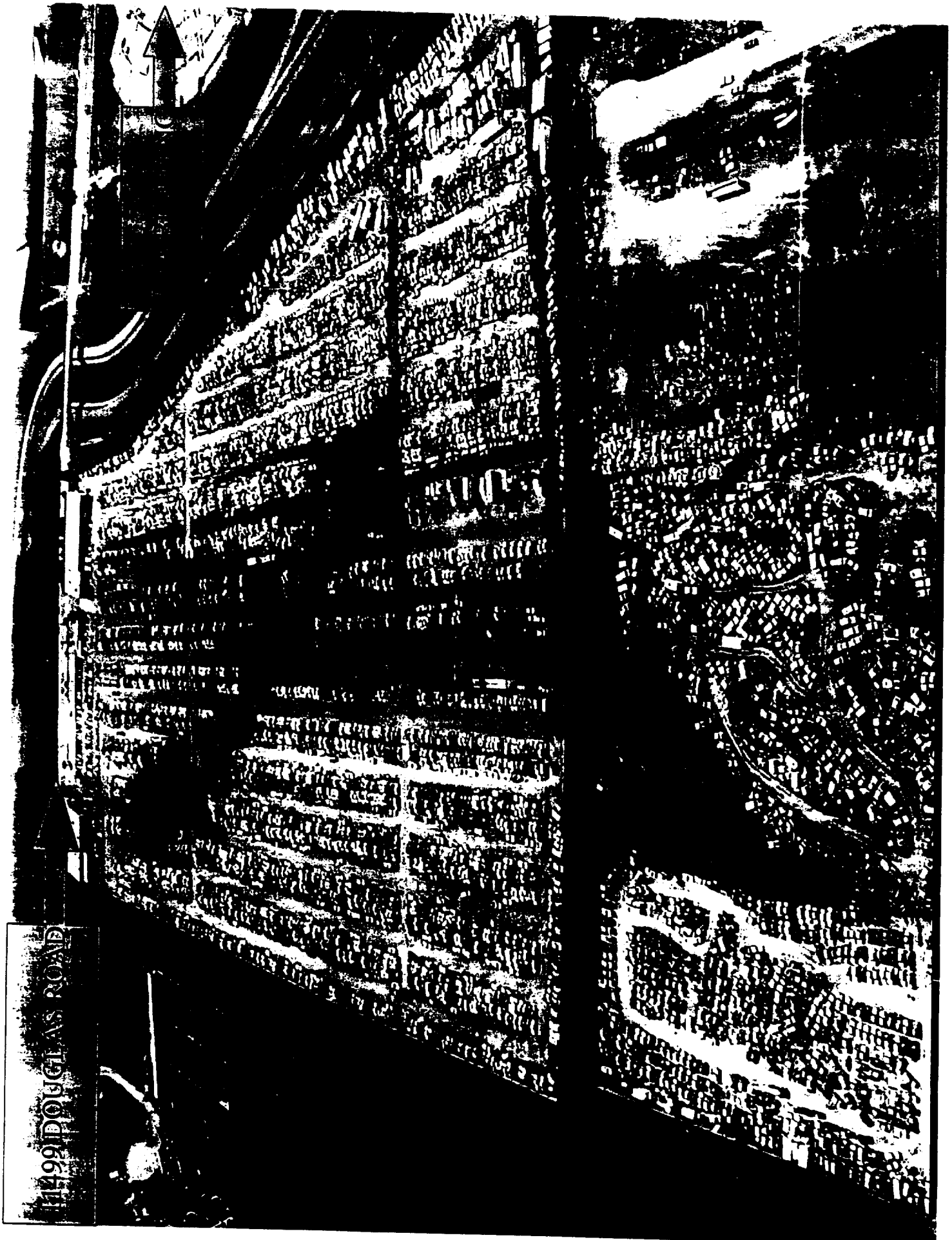
FAA BUILDING



WALTON
GOING COURSE

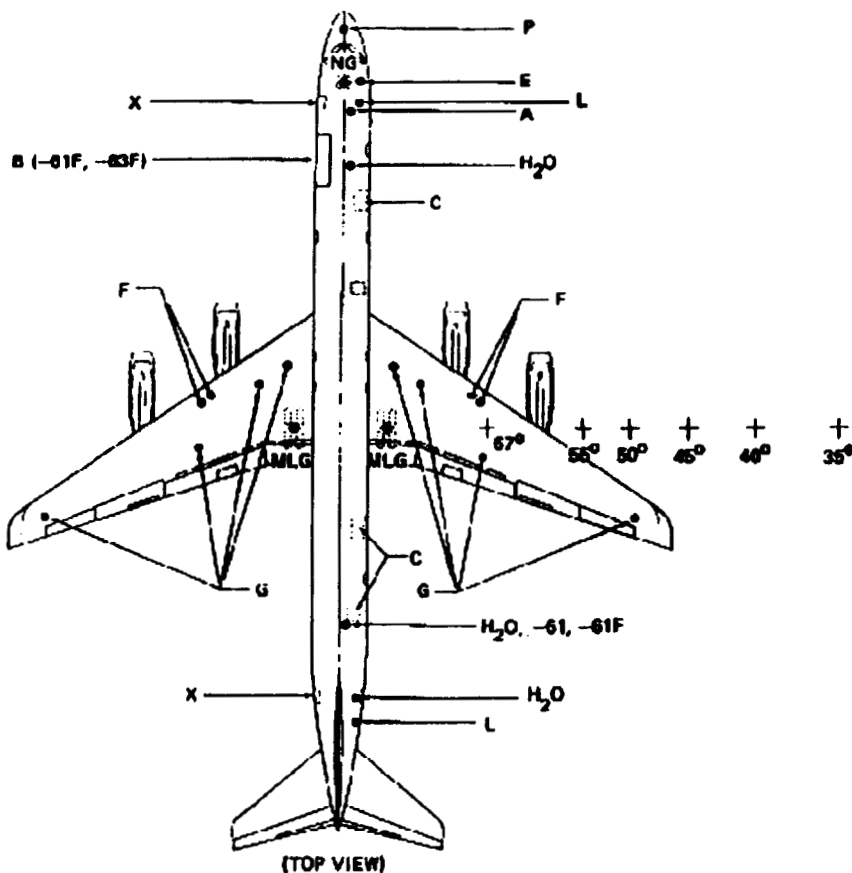






1499 DOUGLAS ROAD

SCALE: 1 IN. = 32 FT



LEGEND

- | | |
|----------------------------------|----------------------------|
| A. PRE-CONDITIONED AIR | L LAVATORY |
| B. MAIN CARGO DOOR | MLG MAINLANDING GEAR |
| C. FWD, AFT CARGO DOORS | NG NOSE GEAR |
| E. ELECTRICAL - GROUND POWER | P PNEUMATIC |
| F. PRESSURE REFUELING POINTS (4) | X PASSENGER DOOR |
| G. GRAVITY REFUELING POINTS (8) | TURNING RADIUS POINTS, 67° |
| H ₂ O POTABLE WATER | 55°, 60° 48°, 40° 35°, 30° |

9.0 SCALE DRAWINGS

MODEL DC-8-61, -61F, -63, -63F, -71, -71F, -73, -73F

THE EMERY
WORLDWIDE
PLANE THAT
CRASHED WAS
A McDONNELL
DOUGLAS
DC-8-71F
BUILT IN 1968



THE DC-8-71F WAS A 4 ENGINE CARGO PLANE

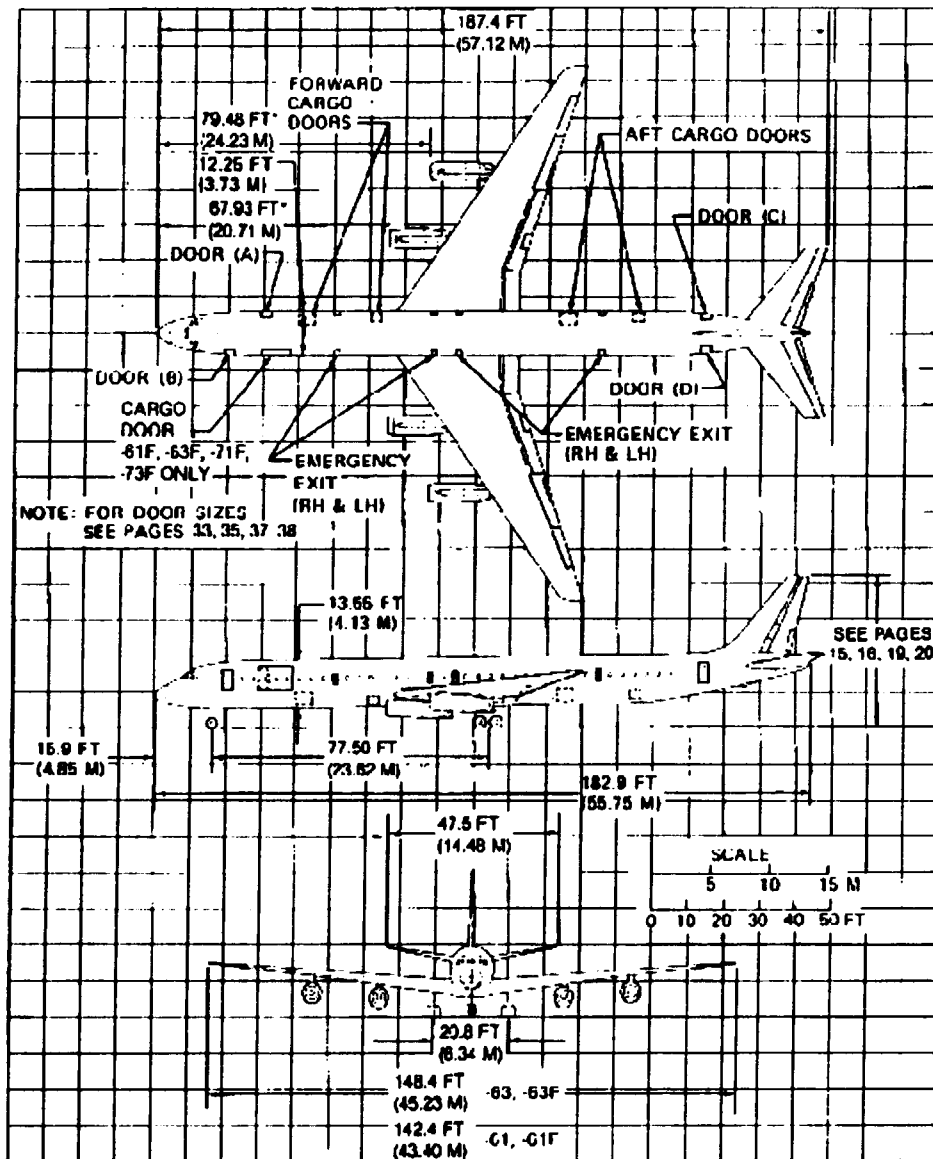
		MODEL					
		71	71F	72*	72F	73*	73F*
MAXIMUM DESIGN TAXI WEIGHT	POUNDS	328,000	331,000	338,000	336,000	356,000	358,000
	KILOGRAMS	148,781	150,142	153,317	153,317	162,369	162,369
MAXIMUM DESIGN LANDING WEIGHT	POUNDS	240,000	258,000	240,000	256,000	275,000	275,000
	KILOGRAMS	108,864	117,029	108,864	113,400	117,029	124,740
MAXIMUM DESIGN TAKEOFF WEIGHT	POUNDS	325,000	328,000	335,000	335,000	356,000	355,000
	KILOGRAMS	147,420	148,781	151,956	151,956	161,028	161,028
OPERATING EMPTY WEIGHT	POUNDS	163,700	152,700	153,200	140,200	166,200	149,200
	KILOGRAMS	74,254	69,285	69,492	63,565	75,368	67,677
MAXIMUM DESIGN ZERO FUEL WEIGHT	POUNDS	224,000	234,000	195,000	231,000	231,000	261,000
	KILOGRAMS	101,608	106,142	88,452	104,328	104,328	118,390
MAXIMUM PAYLOAD	POUNDS	60,200	81,300	41,800	90,800	64,800	111,800
	KILOGRAMS	27,307	36,878	18,960	40,733	29,340	50,712
MAXIMUM SEATING CAPACITY SEE PAGES 23 AND 24	PASSENGERS	259	C	189	0	259	0
MAXIMUM CARGO VOLUME	CUBIC FEET	2,500	12,771	1,615	9,737	2,500	12,830
	CUBIC METERS	70.8	344.6	45.7	275.7	70.8	363.3
USABLE FUEL	GALLONS	23,393	23,393	24,275	24,275	24,275	24,275
	LITERS	88,552	88,552	91,891	91,891	91,891	91,891

*SOME AIRCRAFT ARE CERTIFICATED TO MAXIMUM DESIGN TAXI WEIGHTS OF FROM 363,000 POUNDS TO 387,500 POUNDS.

2.1 GENERAL AIRPLANE CHARACTERISTICS MODEL DC-8-71, -71F, -72, -72F, -73, AND -73F

WITH 84000 HOURS ON AIRFRAME





WINGSPAN

84.4 FEET

LENGTH

182.9 FEET

2.2 GENERAL AIRPLANE DIMENSIONS
 MODEL DC-8-61, -61F, -63, -63F, -71, -71F, -73, -73F

•AT APPROXIMATELY 1950 HOURS EMERY
FLIGHT 17 DEPARTED SACRAMENTO-MATHER
AIRPORT

•AT 1952 HOURS SHERIFF'S DISPATCH WAS
NOTIFIED OF A PLANE CRASH AND UNITS WERE
DISPATCHED

•1956 HOURS THE SHERIFF'S HELICOPTER
(STAR) ADVISED THAT THERE WAS A MAJOR
FIRE AND 1/4 MILE OF WRECKAGE

•1957 HOURS THE FIRST SHERIFF'S
DEPARTMENT GROUND UNIT ARRIVED AND
BEGAN TO ISOLATE AND DENY ENTRY TO THE
AREA



ACCESS CONTROL AND TRAFFIC CONTROL POINTS

INCLUDED:

•DOUGLAS /SUNRISE

•FITZ/SUNRISE

•SUNRISE/JACKSON

•KIEFER/EAGLES NEST

•SUNRISE/MECHANICAL

•SUNRISE/KIEFER

•DOUGLAS/EAGLES NEST

•SUNRISE/WHITROCK

•DOUGLAS/WHITE ROCK

•ENTRANCES TO MATHER

•MATHER/NEELEY

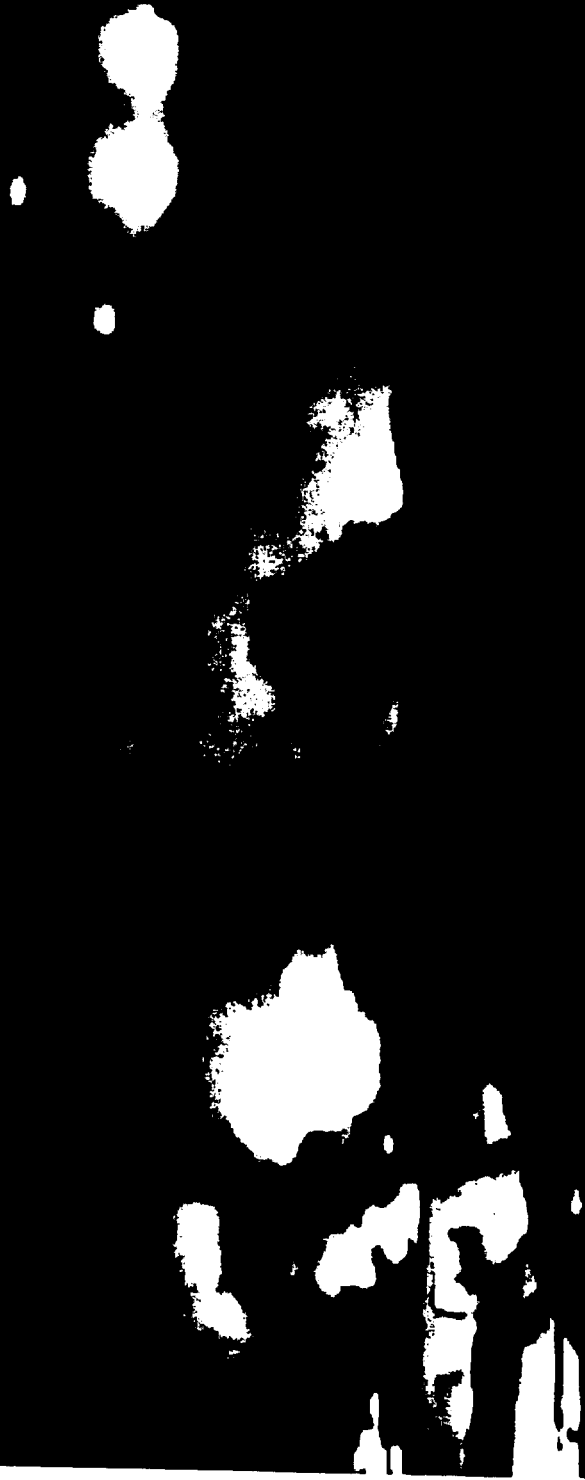
•DOUGLAS/ GRANTLINE



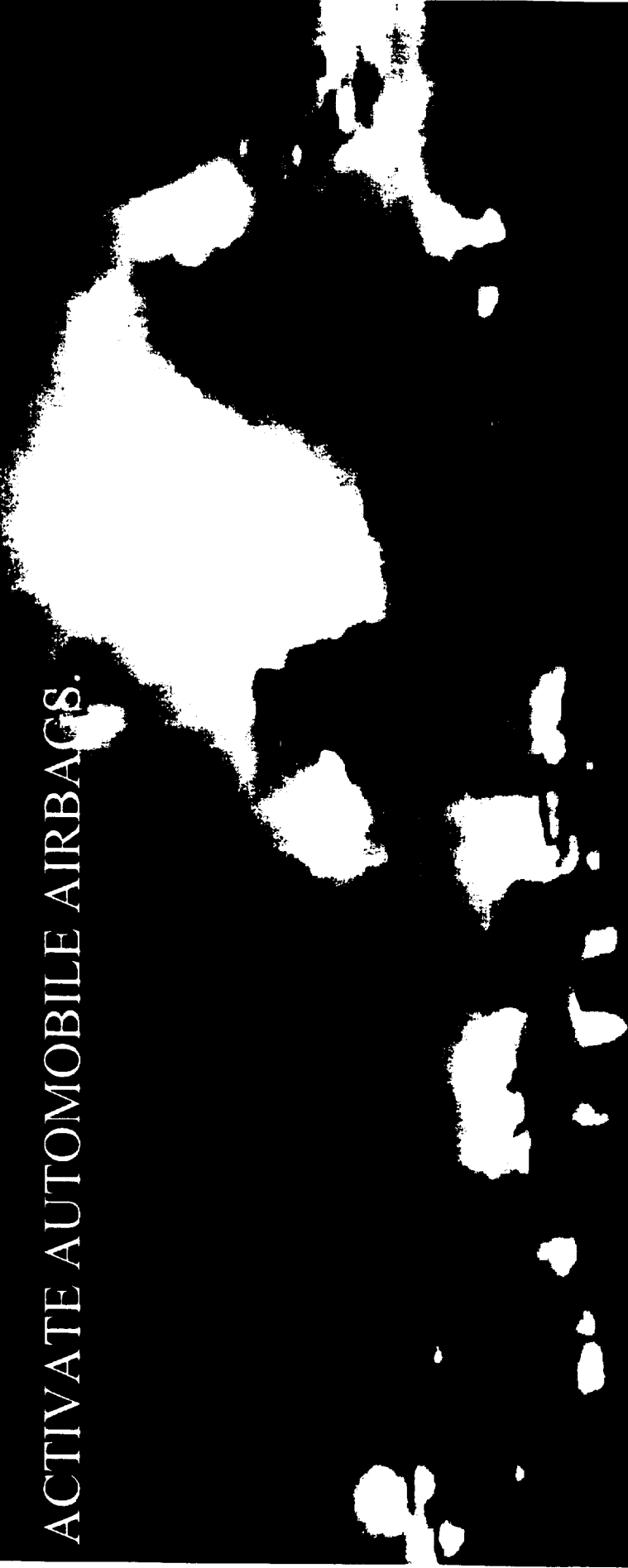
•THE CRASH SITE WAS APPROXIMATELY 250
YARDS WIDE AND A QUARTER MILE LONG
THROUGH AN INSURANCE AUTO AUCTIONS
SALVAGE YARD.



•THE PLANE DESINTEGRATED ON IMPACT
AND SPRAYED APPROXIMATELY 150 CARS
WITH FUEL, ENGULFING THEM IN FIRE.



•THE PLANES CARGO INCLUDED, AMONG OTHER THINGS,
CLOTHING, COMPUTERS, TRANSMISSION FLUID AND
APPROXIMATELY 9 GRAMS OF EXPLOSIVE FUSES USED TO
ACTIVATE AUTOMOBILE AIRBAGS.



**IMPLEMENTATION OF THE
INCIDENT COMMAND
SYSTEM**



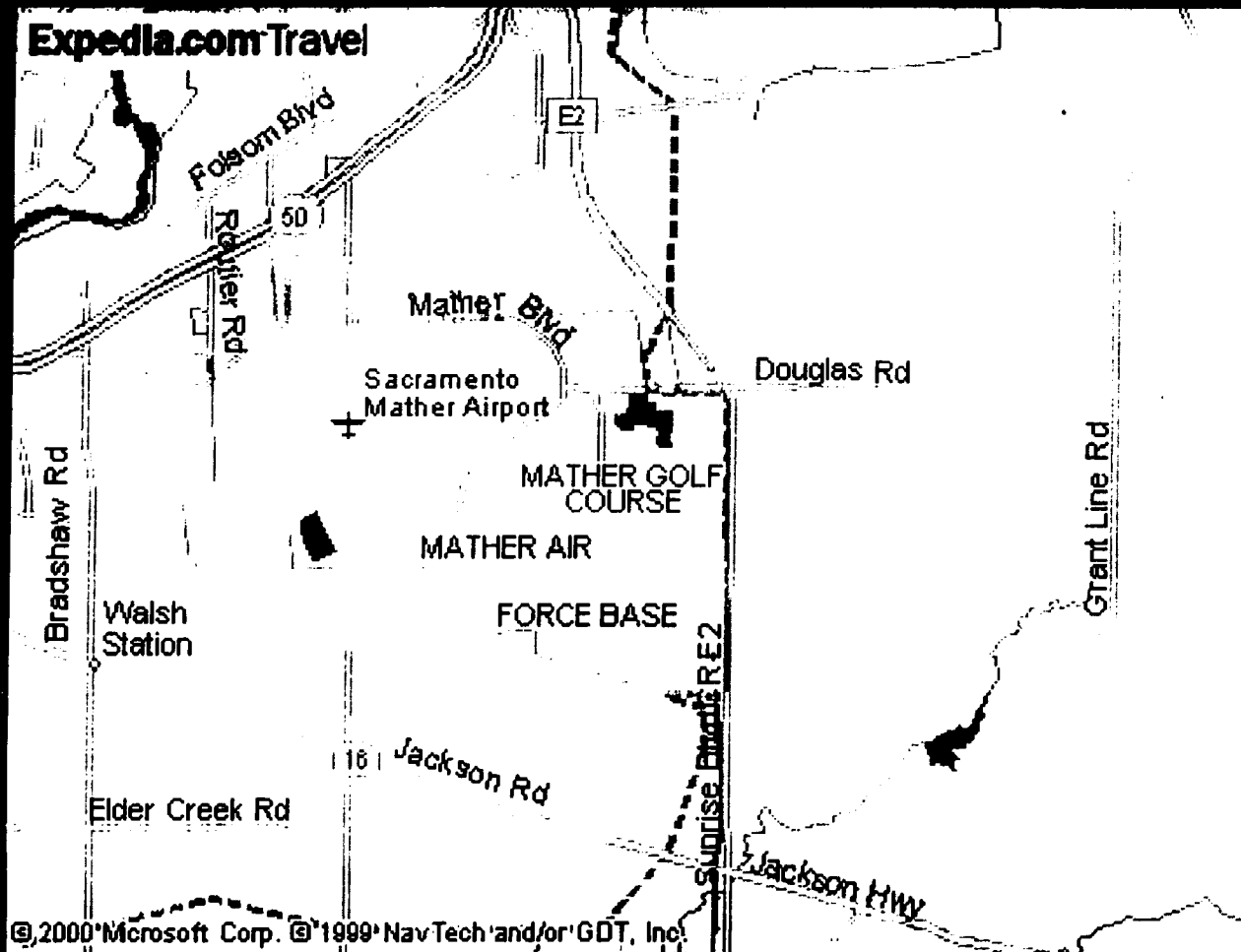
THE INCIDENT COMMAND SYSTEM WAS IMPLEMENTED AND A UNIFIED COMMAND WAS ESTABLISHED.

THE POSITIONS ACTIVATED INCLUDED:

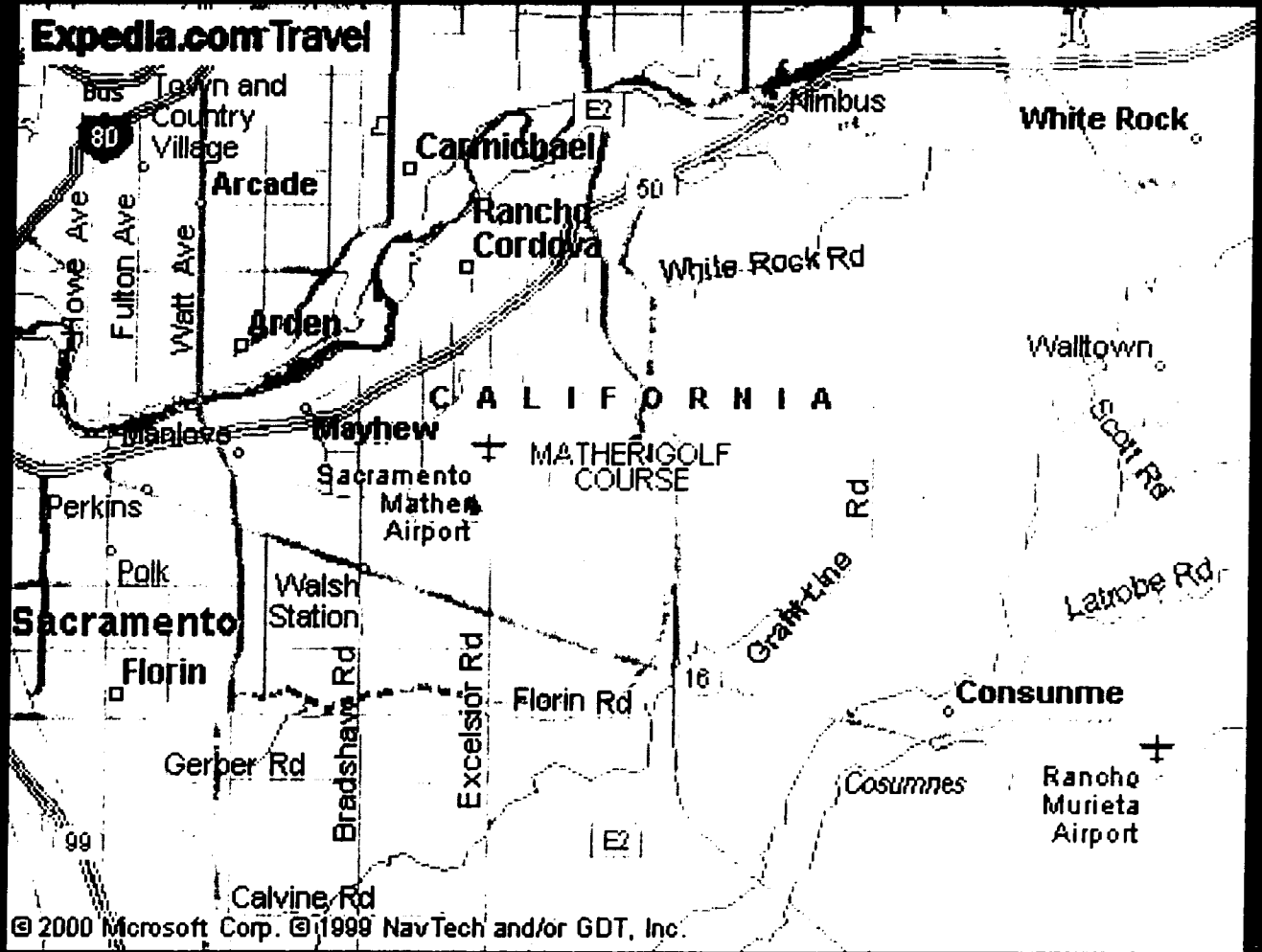
- Incident Commander
- Communications Officer
- Records Officer
- Liaison Officer
- Safety Officer
- Public Information Officer
- LEICS Officer
- Operations OIC
- Law Branch Operations OIC
- Mobile Command Post Coordinator
- Perimeter/Site Security OIC
- Crash Scene Security OIC
- Traffic OIC
- Air Operations Branch OIC
- Planning/Intel OIC
- Tech Specialist Hazmat
- Crime Scene Investigations
- Logistics OIC
- Staging OIC



THE COMMAND POST WAS ESTABLISHED AT MATHER GOLF COARSE



Expedia.com Travel



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AGENCIES AND EQUIPMENT



INVOLVED AGENCIES INCLUDED:

- AMERICAN RIVER FIRE DEPARTMENT
- NTSB
- OES FIRE
- OES STATE OPERATIONS
- RED CROSS
- SACRAMENTO COUNTY BOARD OF SUPERVISORS
- SACRAMENTO COUNTY EMD
- SACRAMENTO COUNTY FIRE GUARD
- SACRAMENTO COUNTY CALTRANS
- SACRAMENTO COUNTY PUBLIC WORKS
- SACRAMENTO COUNTY RISK MANAGEMENT
- SACRAMENTO COUNTY SHERIFF
- SACRAMENTO COUNTY SHERIFF'S CHAPLAIN
- US AIR FORCE
- CALIFORNIA EPA
- CALIFORNIA HIGHWAY PATROL
- CALIFORNIA NATIONAL GUARD
- COUNTY WATER DEPT
- DEPARTMENT OF AIRPORTS
- FAA
- FBI
- FISH AND GAME