

Appendix H
Hazardous Materials Group Factual

Tallahassee Fire Department Dispatch Log
& Misc Interview Notes

Dispatch Log from Tallahassee Fire Department indicating events and times associated with crash response. Miscellaneous interview notes clarifying arrival time of FDR DG Summary information and questions about hazards associated with the materials.

000001

200209929

P1 07/26/02 05:38:28 05:46:00

Building: TALLAHASSEE REGIONAL AIRPORT

Location: 3300 CAPITAL CIR SW-TA

Phone: 891-7567

Code: A23 Grid: 6B Map: 591

MOA: 1 Dis: 1 Tac: 1

Nature: F93-ALERT 3

Cross2: 3479 LAKE BRADFORD RD-LC

HT

Manpw: 25 0

Input: AIRPORT

1453 1st T101 E5

PA: 6B

Area: 500

C: RBT D: ACB

FJ:TF PJ:TP

PD121 Available 22:31:33 (CEP-24)

E5 went in command 22:31:37 (CEP-24)

RES 1 IS T101 (CEP-24)

UNITS STANDING BY REF SMOULDERING (CEP-24)

ST5 went in command 10:21:55 (LNO-24)

E5 Available 10:21:58 (LNO-24)

E5 went in command 10:22:33 (LNO-24)

ST5 Available 10:22:36 (LNO-24)

E5 went in command 10:39:50 (LNO-24)

'RETURN' to exit, 'N' for notes, 'UT' for unit times: __

000002

Notes for F93-ALERT 3 at 3300 CAPITAL CIR SW-TA

ON RUNWAY 9 (RBT-20)	05:39:24
PLANE OF FIRE (RBT-20)	05:39:32
FEDERAL EXPRESS (RBT-20)	05:39:48
Fire Incident location changed from: 3228 CAPITAL CIR SE-TA (ACB-24)	05:41:11
New Fire address: 3300 CAPITAL CIR SW-TA (ACB-24)	05:41:11
Old Response area: 1800	05:41:11
TAC CHANNEL 1 ASSIGNED (ACB-24)	05:41:14
Grid changed from '4B2' (ACB-24)	05:41:14
EMS IS 51 (LGT-02)	05:42:24
LCSO ADVISED (LNH-01)	05:43:06
SHOULD HAVE BEEN 3 OR 4 FLIGHT CREW ONLY (LNH-01)	05:44:05
ON BOARD SHOULD HAVE BEEN 3 ON BOARD 3 ONLY ON BOARD PER MIKE (LNH-01)	05:44:44
AT FED EX PX 576-1136 (LNH-01)	05:44:57
HAVE TMH GO TO GATE 37 AND STAND BY (ACB-24)	05:46:27
*MY COMP WAS A FRANCO BARGER (LGT-02)	05:46:50
*COMP SAID IT WAS A FEDERAL EXPRESS PLAN HAD RUN OFF THE (LGT-02)	05:47:05
AIRPORT COMMAND (ACB-24)	05:47:11
*RUNAWAY. THE PLANE IS A 727 (LGT-02)	05:47:26
*COMP GAVE ME A PX OF 575-8647 (LGT-02)	05:47:50

*SECC of DIA to
LT. Jerry Coe -
T F B. Airport.*

'RETURN' FOR MORE LINES, 'X' TO EXIT: _

000003

NOTES FOR F93-ALERT 3 3300 CAPITAL CIR SW-TA

WITH THREE OF PASSENGERS, VERY BLOODY (RBT-20)	05:47:54
BUT OKAY (RBT-20)	05:47:56
HAZARD MATERIALS ARE ON THE PLANE (RBT-20)	05:48:05
REQ HAZ MAT (RBT-20)	05:48:11
Units 'on air': HAZ (ACB-24)	05:48:25
HAZ Available 05:49:21 (ACB-24)	05:49:21
FLAMEABLE LIQUIDS (RBT-20)	05:51:02
ON BOARD (RBT-20)	05:51:10
GATE DOESN'T OPEN UNTIL 6AM (RBT-20)	05:51:49
*CORRECTION-TOWER DOESN'T OPEN UNTIL 6AM (RBT-20)	05:54:10
D1 REQ TO TONE OUT STATION 3 EQUIP (RBT-20)	05:54:25
STA3 BRINGING OUT RESERVE TANKER EQUIPMENT (ACB-24)	05:54:56
D1 Available 05:56:05 (RBT-20)	05:56:05
*COMMAND STAFF PAGE SENT (SNJ-05)	05:56:05
S1 Available 05:56:14 (RBT-20)	05:56:14
FHP NOTIFIED (LNH-01)	05:57:46
CAPITAL CIRCLE WILL NOT BE CLOSED OFF (RBT-20)	05:57:59
B4 Available 05:58:18 (ACB-24)	05:58:18
B4 OUT OF SVS (ACB-24)	05:58:22
T2 OUT OF SERVICE (RBT-20)	06:00:34

'RETURN' FOR MORE LINES, 'X' TO EXIT, 'T' FOR TOP: _

000004

NOTES FOR F93-ALERT 3 3300 CAPITAL CIR SW-TA

D1 went in command 06:04:15 (RBT-20)	06:04:15
PER D1 HAVE MARTY BISHOP WHO IS THE EMERGENCY MANAGEMENT (ACB-24)	06:14:38
PERSON ENROUTE TO CRASH (ACB-24)	06:14:43
ALSO HAVE DEP CHIEF PENA ENROUTE (ACB-24)	06:16:57
103 IS DEP PENYA..ENROUTE (ACB-24)	06:17:56
HAVE THEM ROLL SERVE OUT (ACB-24)	06:19:57
Units 'on air': EM1 (ACB-24)	06:20:21
EM1 ENROUTE (ACB-24)	06:20:30
B6 STUCK IN SAND (ACB-24)	06:21:48
B6 IS STUCK (RBT-20)	06:21:48
HAVE SERV GO TO GATE 37 (ACB-24)	06:25:02
THE SERV NEEDS TO BE SET UP AT GATE 37 (RBT-20)	06:25:07
*EMERGENCY MGMT IS REQ. THE SIRV BE ENROUTE (SNJ-05)	06:25:14
FIRE OUT (RBT-20)	06:26:24
IN THE FIELD (RBT-20)	06:26:27
5455724..PX FOR 103 (ACB-24)	06:29:10
B6 UNSTUCK (ACB-24)	06:32:58
RED CROSS..SCOTT ENROUTE (ACB-24)	06:35:42
CONTACT STATE WARNING POINT (ACB-24)	06:38:32
RUNOFF OF CORROSIVE MATERIALS GOING INTO THE FIELD (ACB-24)	06:38:45

'RETURN' FOR MORE LINES, 'X' TO EXIT, 'T' FOR TOP: _

000005

NOTES FOR F93-ALERT 3 3300 CAPITAL CIR SW-TA

NO GROUND WATER CONTAMINATION (ACB-24)	06:38:53
GOOD AMOUNT OF SMOKE COMING OFF PLAIN (ACB-24)	06:39:03
NO EVACS NEEDED AT THIS POINT (ACB-24)	06:39:10
HITTING DUE WEST NORTHWEST (ACB-24)	06:39:14
ABOUT 600-700 FEET (ACB-24)	06:39:19
PER HAZ-2 (ACB-24)	06:40:00
*WARNING POINT NOTIFIED (ACB-24)	06:41:52
PER CAPT BURKE, CONTACT FLEET MGMT TO ASK (RBT-20)	06:45:40
THEM TO BE ENROUTE WITH ANOTHER CRASH UNIT (RBT-20)	06:45:51
CONTACT JIM DEMAY IF NECESSARY (RBT-20)	06:46:31
06 (SNJ-05)	06:47:45
JIM DEMAY ADV HE IS NOT AIRPORT CERTIFIED, BUT (RBT-20)	06:50:15
WILL BE ENROUTE (RBT-20)	06:50:18
LINKED TO MAIN POLICE INCIDENT # 2002126319 07/26/02 (GKO-12)	06:50:22
*TRIED TO CALL FLEET TO NOTIFY BUT ONLY GOT ANSWERING (ACB-24)	06:51:15
MOST OF CORROSIONS..SERIES OF CAR BATTERIES..ACID IS BURNT (ACB-24)	06:55:56
CALL STATE WARNING POINT (ACB-24)	06:56:07
WARNING POINT NOTIFIED OF LATEST UPDATE (ACB-24)	06:56:58
JIM DEMAY WILL BE ENROUTE WILL AIRPORT CRASH UNIT (RBT-20)	07:00:22
E5 REQ BIG WRECKER AT GATE 37 (RBT-20)	07:01:05

'RETURN' FOR MORE LINES, 'X' TO EXIT, 'T' FOR TOP: _

000006

NOTES FOR F93-ALERT 3 3300 CAPITAL CIR SW-TA

FOR ENGINE THAT IS STUCK (RBT-20)	07:01:14
AP53 went in command 07:13:01 (RAC-20)	07:13:01
REQ FLEET'S MOBIL FUELER BE ENROUTE TO STA/5 (RAC-20)	07:19:45
HAZ-MAT REPORTED NO READING (LNO-24)	07:21:36
10-39 TO FLEET, WILL CALL BACK WHEN MICKY BARRINGTON IS (RAC-20)	07:22:21
ENROUTE (RAC-20)	07:22:22
E4 Available 07:28:10 (LNO-24)	07:28:10
E4 RELEASED (LNO-24)	07:28:18
KNOCK DOWN (LNO-24)	07:52:50
MICKY BARRINGTON 51 TO STA/5, ETA 15 MINS (RAC-20)	07:55:19
PX FOR 206 933-1256 (LNO-24)	07:55:43
CITY FUEL TRUCK ONSCENE (LNO-24)	08:24:28
AP52 Available 09:03:08 (RAC-20)	09:03:08
103 went in command 09:06:21 (LNO-24)	09:06:21
TMH Available 09:06:46 (LNO-24)	09:06:46
B6 Available 09:38:59 (LNO-24)	09:38:59
FIRE OUT (LNO-24)	09:40:26
Units 'on air': PD121 (LNO-24)	10:24:36
PD121 went in command 10:24:44 (LNO-24)	10:24:44
HAZ-2 Available 10:34:28 (LNO-24)	10:34:28

'RETURN' FOR MORE LINES, 'X' TO EXIT, 'T' FOR TOP: _

000007

NOTES FOR F93-ALERT 3 3300 CAPITAL CIR SW-TA

E2 Available 10:34:28 (LNO-24)	10:34:28
AIR1 Available 10:57:09 (RAC-20)	10:57:09
TA1 Available 11:04:25 (RAC-20)	11:04:25
206 Available 11:45:59 (RAC-20)	11:45:59
D1 Available 11:46:20 (RAC-20)	11:46:20
T4 Available 14:35:48 (LNO-24)	14:35:48
E5 Available 16:22:55 (DNC-20)	16:22:55
D1 Available 21:10:19 (DNC-20)	21:10:19
E4 STILL ON SCENE OUT OF (DNC-20)	21:11:41
SERVICE ON STAND BY UNTIL FURTHER NOTICE (DNC-20)	21:11:53
PER STA 4 (DNC-20)	21:11:56
EM1 Available 21:38:15 (CEP-24)	21:38:15
AP51 Available 22:31:24 (CEP-24)	22:31:24
AP53 Available 22:31:24 (CEP-24)	22:31:24
STA3 Available 22:31:24 (CEP-24)	22:31:24
103 Available 22:31:24 (CEP-24)	22:31:24
AP52 Available 22:31:33 (CEP-24)	22:31:33
PD121 Available 22:31:33 (CEP-24)	22:31:33
E5 went in command 22:31:37 (CEP-24)	22:31:37
RES 1 IS T101 (CEP-24)	22:35:54

'RETURN' FOR MORE LINES, 'X' TO EXIT, 'T' FOR TOP: _

000008

NOTES FOR F93-ALERT 3 3300 CAPITAL CIR SW-TA

UNITS STANDING BY REF SMOULDERING (CEP-24)
ST5 went in command 10:21:55 (LNO-24)
E5 Available 10:21:58 (LNO-24)
E5 went in command 10:22:33 (LNO-24)
ST5 Available 10:22:36 (LNO-24)
E5 went in command 10:39:50 (LNO-24)

22:57:16
10:21:55
10:21:58
10:22:33
10:22:36
10:39:50

'RETURN' TO PROCEED, 'T' FOR TOP: _

000009

Reported	0538		Vrogeop	Safety
Arrival	0546		Marks	Ops
Appr.	18 tfd	Wind direction / W 0739	Dilks	Liason


7:20 Command Post repositioned to Intersection of 270/90

7:28 Airport Closed

7:36 Moving Command Post to

7:38 Airport Supervision Tucker

7:40 0 Radiation / 0 Labels and Placards

7:44 DEP / T FD checked out supply list (approx. time received cargo arrangement of hazmat from FEDEX) 

7:50 Operations in-service

7:53 foam lines and equipment being used

7:54 Permission given to launch LCSO helicopter per Pena / Chaires

7:59 mobile fuel on scene

8:07 check on rehab

8:08 Postal Inspector standing by at gate

8:08 Red Cross on scene / Sand Lake entrance

8:11 FBI / (Forestall) on scene

8:13 TAC1 established

8:14 briefing next four-hour.

Law Briefing - perimeter security next 4 hr period

Captain Chaires establishing perimeter boundaries

Control access

8:26 No Downwind Health problems from plume

Approaching National Forest

8:32 2hr NTSB

8:38 Moving Command Post

8:43 TFD units - Back in-service

Command Post moved to South from East of Incident

Command Post releases Airport to open

000010

8:59 NTSB (1030)
9:05 Command Post on-scene site
9:31 Video briefing Command Post
9:39 Command post notified airport landing available
51, 52, 53, back in service
9:42 Fire Out
9:44 DOH Monitoring Team
9:52 Ops - briefing
Fire contained
Small hot spots - don't want to disturb
No injuries
9:56 Press Staging area - Art Gallery, main terminal
9:57 FedEx Donald Eaves
Allan Ray Company Coordinator
10:01 FBI briefing (Forestall) FBI by Harry Chaires
10:12 Radioactive reading 0, Container was not breached
DOH, surveyed nothing but background
10:14 Hazmat 2, surveying
10:18 1.5 mr, per, bottom side of aircraft
Shoes & Clothing on firefighters clear

front of Air tail
10:21 Command Post briefing
IC passed Doug Farrow, Captain TPD, LCSO Harry Chaires
10:27 Volatile Compound readings/jet fuel
10:30 51,52,53 on property
E2, E5, T4,TA1 released
10:34 Runway 9, will be landing over top of site
Advised all units
11:02 Briefing
Fire will establish lighting per 103

000011

UNIT	TYPE	DISPATCH	RESPOND	ON-SCENE	TRANSPRT	AT HOSP.	AVAILABLE
E5	CE	05:41:13	05:41:26	06:01:58			16:22:55
E4	CE	05:41:13	05:43:08	05:51:38			07:28:10
T4	T	05:41:13	05:43:08	05:52:30			14:35:48
TA1	TA	05:41:13	05:43:24	05:53:56			11:04:25
AP51	AP	05:41:13	05:42:39	05:46:00			22:31:24
AP52	AP	05:41:13	05:42:39	05:46:00			09:03:08
AP53	AP	05:41:13	05:42:46	05:46:03			22:31:24
TMH	AM	05:41:13	05:42:20	05:53:15			09:06:46
HAZ	MA	05:48:20					05:49:21
HAZ-2	H	05:49:15	05:51:26	06:20:50			10:34:28
E2	E	05:51:31	05:51:40	06:04:18			10:34:29
D1	D	05:52:55	05:52:59	05:55:58			05:56:05
STA3		05:54:24	05:55:03	06:55:03			22:31:24
B4	B	05:55:19					05:58:18
S1	S	05:56:07					05:56:14
D1	D	05:56:31		05:56:35			11:46:20
B6	B	05:59:36	06:01:12	06:15:25			09:38:59

Press 'RETURN' for more or 'X' for F93-ALERT 3 at 3300 CAPITAL CIR SW-: _

000012

UNIT	TYPE	DISPATCH	RESPOND	ON-SCENE	TRANSPRT	AT HOSP.	AVAILBLE
103	CH	06:17:44	06:17:49	06:54:52			22:31:24
EM1	MA	06:20:20	06:20:26	06:43:46			21:38:15
206	MA	06:40:14	06:40:19	06:54:57			11:45:59
AIR1	U	07:53:21	07:53:30	08:15:22			10:57:09
AP52	AP	09:34:04		09:34:11			22:31:33
PD121	MA	10:24:34		10:24:44			22:31:33
D1	D	13:14:51		13:14:56			21:10:19
E5	CE	21:28:50	21:28:54	22:31:07			10:21:58
T101	T	22:35:40		22:35:44			
ST5	PS	10:21:47		10:21:52			10:22:36
E5	CE	10:22:25		10:22:33			

Press 'RETURN' for F93-ALERT 3 at 3300 CAPITAL CIR SW-TA

000013

Interviews with ^{the} Hazmat Lt Zeb Daniels, and Incident Commander Division Chief Steve Marks

Upon discussion with the Hazmat Lt and Incident Commander, they related that around the time that Deputy Chief Pena arrived 06:17:56 local, according to ~~the~~ the Division log "Early into the Incident, possibly 15 to 20 minutes" they received a 2 page document from a young male, Suit 30's FedEx employee, what they described as a cargo manifest which had the Class =, general classification name, Example Corrosives, Radiation & Posives and weight in kilograms.

Questions that were asked specifically were:

- * Are the Corrosives water Soluble? ans yes
- * What types of explosives? could they be detonated from heat or did they need a detonation device?
ans. It was detonation cord and further explained that it needed a detonation device to explode.
further explained "If the fire hadn't detonated" by this time it probably wouldn't. It had already been involved in extensive fire at the scene". He further explained it was in the Right Front of the Aircraft.
- * What type of Radiation? What Grade?
ans - It was pharmaceutical grade. the kind they give cancer patients and it was not a bad radiation hazard. It was located in the Right front half of the aircraft.
- * What type of corrosives?
ans - they were automotive batteries, further explained that it was sulphuric acid

000014