

Appendix L
Hazardous Materials Group Factual

ALPA Notes

000001

Taken from the notes of David E. Caywood, Jr. ALPA Hazardous Material Specialist, FedEx flight crewmember.

1. Arrived at the crash site on July 28, 2002 at 0800 at the request of ALPA MEC Memphis, TN.
2. Radioactive had already been found and secured off site.
3. With NTSB officer James Henderson, Hazardous Material Chairman and others, began looking for Dangerous Goods both declared and undeclared.
4. Found a one-gallon can of "Durathane Thinner" with one third of the contents still in the can. The top cap portion of the can had been severed and was never found.
 - A. Found in the Haz Can on the upper deck for the B727-200, N497FE
 - B. No damage due to fire was observed.
 - C. Durathane Thinner is listed by the manufacture as a class 3, flammable.
 - D. Appeared to have originally been pack in compliance with Cargo Aircraft packaging instructions 303.
 - E. In addition to the requirements of packing 303 requirements, vermiculite was found to have been packed in such a manner as to absorb the amount of thinner that had escaped from aluminum can.
 - F. The odor of liquid solvent/thinner was obvious.
 - G. The cardboard box was damaged by the water applied by the fire department and not the fire. No markings could be found on the exterior of the cardboard outer packing that remained..
 - H. Documents found with the shipment were of a military nature and referenced the fact that this substance required special handling and care.
 - I. All packaging material and the aluminum can, with the remains, were handed to NTSB officer, James Henderson.
 - J. NTSB officer Tom Jacky was present on the upper deck when the discovery was made.
5. Further search of the Haz Can revealed what at first appeared to be "Many Batteries". The paper work supplied by Federal Express stated that they were in fact three batteries with a combined total weight of about 600 pounds and were packed in a wooden crate.
 - A. The wooded box and to a large degree the batteries themselves were Severely damaged by fire.
 - B. It was decided by all to have the batteries removed by mechanical means, Due to the fact that large amounts of liquid was still in the batteries themselves.

6. The flight crew luggage was found and searched by fellow crew members David Caywood and Robert Brown, ALPA representatives. Also in attendance was NTSB officer Tom Jacky.
 - a. Two suite cases were found and were severely burned.
 - b. Few items of any recognition or value were found with the exception of:
 - i. 1992 class ring
 - ii. Man's watch in non working order
 - iii. Man's green tee shirt
 - iv. Set of keys/ Chrysler
 - v. Toothbrush, unusable

The surviving personal effects were released to David E. Caywood, Jr. ALPA by officer Jacky, NTSB.