

Gulfstream Aerospace Corporation G-IV
Bedford, Massachusetts
May 31, 2014
ERA14MA271

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.**

ATTACHMENT 11

ARFF TIMELINE

5 - Pages

May 31, 2014

Hanscom AFB Fire & Rescue Radio Communications Time line

Local Time	Elapse Time	
21:40:23	-	Ring down phone rings from BED ATCT
21:40:31	:08	[ELT tone heard in ATC Cab background] ATC [Air Traffic Control]: "Runway 11, Crash, Crash, Crash" [ATC speaking to first caller on phone (Action Ambulance and/or Command Post)]
21:40:32	:09	Air Force FD: "Fire's On" - ATC: "Crash departure end of Runway 11"
21:40:36	:13	MPA [Massport Airport]: "Massport's on" [Kerri Fadden] - ATC: "Departure end of Runway 11, Crash, Crash, Crash"
21:40:40	:17	MSP[Massport Police]: "Trooper Rizos" - ATC: "Did you copy that" - MPA: "Copy" - ATC: "Thank you" - Air Force FD: "Fire Copies" [note: ATC steps on Air Force Fire as Air Force Fire acknowledges message. Both parties clearly heard on recording]
21:40:58	:35	Recall to Fire – Fire’s on – alright you got that – no I don’t have it – I haven’t heard a thing – Departure end of 11 crash – copy fire has it – thank you - ok
21:41:49	1:26	R3[Rescue 3] out no tower radio
21:41:51	1:28	E4[Engine 4] – R3 be advised my tower radio is down – yeah we have it – we have fire and smoke in the air. All responding units Rescue 3 we have smoke and visible fire near the FAA Building. Action Ambulance (background) – All responding units Rescue 3 we have a crash at the FAA Hangar (21:42:01) Confirmed smoke fire – heavy fire at this time
21:42:01	1:38	(Seguin) Go ahead and start making all notifications please – copy Action Ambulance do you have that call – flight line side – Rescue 3 has no tower radio
21:42:56	2:33	Crash 10 is out (ARFF)
21:43:54	3:31	41[Engine 4, Fire Officer] to command he’s on the other side of the fence “We need that crash truck real quick” – Koberski on scene right here – we have parts on the ground it looks like he touched down into the Woodlands (Industrial Park)
21:45:07	4:44	Crash 9 and 10[Crash 10] are fighting fire at this time
21:49:10	8:47	Fire contained to the river, Notify Bedford (Sequin) and request an engine to cover
21:53:21	12:58	Action Ambulance on scene @FAA Building next to the pump
22:00:09	19:46	32[Rescue 3, Driver] to command we are looking for the aircraft crash info on how much fuel they are looking at
22:00:13	19:50	No I don’t 32, we are going to run out of foam
22:00:43	20:20	Can’t get up to the nose section, 32 to 6[Engine 6] can you go back to the station and get us the foam trailer
22:01:27	21:04	41 to command give you come orientation, the engines are facing us and the crash trucks, the nose is in the ravine heading
22:03:03	22:40	41 to command 1 hand line fighting fire at this time command copies

22:03:30	23:07	Smith you are out of foam
22:06:54	26:31	9[Crash 9] is out of foam
22:07:09	26:46	Go ahead and shut down 9
22:08:10	27:47	41 from 61[Engine 6, Fire Officer] go ahead 41 okay I'm going to have engine 4 go up to the hydrant by the FAA building and lay his 1200 feet so we can try to get this tanker supplied
22:08:41	28:18	41 to 61 I understand we have no water on the fire at this time
22:09:29	29:06	Unit 5 [Air Force Ford F-150 utility vehicle]if you have a representative from the town of Bedford can you have him come this way please
22:09:38	29:15	Dispatch unified on we got our foam trailer
22:09:57	29:34	Hanscom Fire – Command go ahead yeah we have a Bedford engine in the station, yes I have the Bedford Chief with me right now. Ask him if he has any way he can get a crew on the other side of this runway here on the other side of the Shawsheen
22:10:30	30:07	41 10[Crash 10] is out of water again - copy that
22:10:36	30:13	Command do I have clearance to go down the runway? That's affirmative the runway has been closed
22:10:53	30:30	41 to command go ahead 41 yes sir on the other side of this embankment is the office park there's a big parking lot on the other side of this embankment I don't see the cockpit anywhere command copies
22:11:20	30:57	41 from 61 how many people in the area 6 including myself
22:11:58	31:35	Command unit 5 – go ahead unit 5 – am I clear to come into these guys with that foam trailer – yep you're good.
22:12:44	32:21	41 to command all fire crews are backing up to the front of crash 9 due to the explosions in the water – copy that is all fire extinguished - negative
22:14:13	33:50	Fire alarm c-2 – Command by go ahead – FYI the deputy is going to be responding out to your location
22:21:54	41:31	61 – 64[Engine 6, Firefighter II] fill 9 first from the relay via 7
22:22:19	41:56	Control Chief 1 is responding to the scene (Dillon)
22:24:30	44:07	41 to command – resuming firefighting operations off of crash 9 – copy 41 – crash 9 more pressure – foam is full – increasing pressure by 10
22:25:53	45:30	41 – 43[Engine 4, Firefighter I] increase that pressure
22:26:17	45:54	Have Bedford and Lincoln engines that are in the station have them come out and go down a sweep of the runway and what they are looking for use caution to see if anyone or anybody has bailed out prior to the crash
22:27:00	46:37	I want to have them do the sweep from the end of the runway all the way towards the crash site - copy
22:27:18	46:55	Hanscom Fire - Command – have those two engines meet up with Hanscom 4 - copy
22:28:53	48:30	Hanscom – Fire Command be advised 6 will be going on the outside thru Hartwell to see if they can get on the backside of this aircraft

22:32:53	52:30	41 to command we are fighting fire with two lines at this time
22:33:51	53:28	Command - 31 secondary search complete – negative – copy 31 secondary search of the area has been complete nothing found thank you
22:34:22	53:59	41 – Command the fire appears to be darkening down we are dealing with a residual engine fire with the foam line – command copies
22:34:41	54:18	41 from command is there any fire on the other side of the river - negative
22:43:32	1:03:09	41 to Command on the update – Command by go ahead with your update – From this vantage point with the smoke darkening down the cockpit is in the ravine area still on this side – Copy that
22:43:59	1:03:36	41 – command theres no way you can gain get entry to that cockpit area – no command too steep
22:44:04	1:03:41	Copy that area too steep
22:44:10	1:03:47	Too steep debris in the way
22:44:39	1:04:16	Command be advised we are still fighting fire
22:45:06	1:04:43	Fire Alarm – C2
22:45:13	1:04:50	We have a couple extra Hanscom firemen members come in do you want me to continue with the implementation of the recall
22:45:38	1:05:15	Hanscom fire command, if you can get those individuals with their gear suited up and come out to our location
22:46:09	1:05:46	9 you can cut our hand line
22:46:43	1:06:20	61 – 31 – if you can come to command location
22:48:42	1:08:19	61 –41- 31 – if you can come to commands location
23:09:49	1:29:26	Fire Control – 31 – Go ahead did any of the recall firefighters come down to the scene yet – I’m not sure the two that I confirmed were meeting up with engine 6 down at the FAA hangar – nobody’s here yet
23:10:41	1:30:18	By any chance do you have the recalled firefighters with you – that’s a negative
23:10:59	1:30:36	when they arrive send them to chief 2's vehicle
23:19:09	1:38:46	Fire Command to all units in the area be advised I have a Lexington ladder truck coming in right now they’re going to back in and see if they can use it as a bridge to gain access to the other side - all units copy
23:20:38	1:40:15	31 – to command can you move rescue vehicle so Lexington ladder can get closer
23:21:46	1:41:23	Command from fire command – go ahead – do we have any additional troops in the station – all we have is a Lincoln Ambulance – Command copies
23:22:13	1:41:50	62 what I need you to do I need you to go back to the station get a vehicle like a pick-up truck – go to Building 1820 and pick up as many booms as you can and bring them out to our location - copy
23:22:47	1:42:24	41 to Command Lexington companies on the opposite side of the ridge they’re making their way down – Command copy 41
23:28:09	1:47:46	41 – Command – Command by go 41 – Lincoln fire attempting to gain access to the cockpit at this time – Command copy

23:28:28	1:48:05	41 are you up to the main frame of that aircraft – I have a visual – Lexington is on the other side trying to gain entry into the cockpit
23:29:58	1:49:35	Command 31 – Command by go ahead – be advised Lexington is going to extend the ladder and one of their Lieutenants and 32 will go on the Ladder with them
23:31:33	1:51:10	41 - Command – 41 Command Lexington Fires requesting crash assistance for entrance into that cockpit area. I’m going to have to drive around myself and 43 – Copy that – we are going to need a vehicle of some sort
23:35:57	1:55:34	Get a hand line to the Lexington ladder for hot spots – Get someone from FAA to open gate
23:40:40	2:00:17	41 to Command we are on the other side with Lexington companies
23:41:07	2:00:44	I’ve got several Bedford and Lexington firefighters heading your way
23:41:38	2:01:15	Myself, 64, and 5 of Lexington searching on east side along bank - copy
23:46:52	2:06:29	41 we are at nose of aircraft going on air trying to open that door up
23:47:47	2:07:24	Hanscom looking for station coverage we have no trucks (911 Call)
23:48:39	2:08:16	At this time we have Waltham ladder and rescue coming for station coverage
23:49:04	2:08:41	That was Waltham and who
23:51:04	2:10:41	41 to Command entrance door unlocked we are going to open the hatch – Command copy
23:51:42	2:11:19	Command hatch is open investigating - Copy 41
23:53:09	2:12:46	41 Command – Command by go 41 – we have one patient that we can see “zero” – one patient that we can see “zero” – 41 can you give me a “10” on that – 41 replies “zero” – copy (Command)
23:54:56	2:14:33	Command 31 – Command by go 31 yeah be advised we got a boom going in front of our side into the river – Command copy that one boom is down
23:55:16	2:14:53	41 Command – Go ahead 41 – We now have 2 – 2 in the cock pit both are “D”
23:56:24	2:16:01	41 were you able to gain access to the main frame of that aircraft
June 1, 2014		
0:00:21	2:19:58	Command 91 – Command by go 91 – be advised we still have fire in the front rescue side engine down in the ravine having trouble accessing it
0:01:33	2:21:10	Command 31 – Command by go ahead just an update there is a lot of fuel that has gone past the point of where we are with booms. I believe someone has contacted environmental.
0:02:10	2:21:47	Call personnel that live on base from environmental for air monitoring
0:02:56	2:22:33	41 to all crews no hand line operations we are still effecting our investigation into the cockpit area we have a member on the _____? Roof. Copy 41
0:06:47	2:26:24	911 Call from Waltham
0:10:26	2:30:03	41 – 91 – Go ahead – be advised officials on scene once you verify what’s inside leave anything in place – don’t touch any switches. I have it we left the doorway as we see it. We are going to the cockpit window to verify any other patients.

