

Continental Airlines
Boeing 737-500
Denver International Airport
Denver, Colorado
December 20, 2008
DCA09MA021

**National Transportation Safety Board
Washington, DC**

Survival Factors Group Chairman's Report

Attachment 2

ARFF Crew and Airport Operations Statements

68 pages

ARFF STATION 1

Red 1

Red 2

Red 3

At approximately we received a call from the crash net stating we have an aircraft crash on 34R at WB.

All apparatus left ARFF Station 1 down TW F. Our first encounter with any aircraft around WB was a Frontier Airbus which was located at F1 which was facing West and a private regional jet at F2 which was facing East we notice the pilot signaling us as we approached the aircraft with a hand motion to his left, I gave a report of this aircraft since this was the only aircraft in the vicinity, Red 2 positioned on the left and Red 1 on the right. We found no damage to the aircraft. We realized that this was not the aircraft. At this time Red Chief received a call from Operations to continue down 34R and relayed this to ARFF crews.

I heard that 34R was closed and that ARFF was cleared for entry, Red 1,2, and 3 proceeded north on 34R and found debris on the runway and once we approached WC-TW I saw smoke and flames showing from the right side of a Continental Airlines 737-500 aircraft which was pointing Northwest. We made a turn on WC-TW then onto Kewaunee at that time I saw passengers exiting the aircraft on the left side and walking south up the hill towards ARFF 4 Station.

There was aircraft debris, landing gear and other aircraft parts strewn around the aircraft on a deep ravine. Red 1, 2, and 3 entered the area at a right hand turn off of Kewaunee. Red 1 was positioned at the 5 o'clock position, Red 2 at the 3 o'clock position and Red 3 at the 1 o'clock position. I gave a report of the aircraft's condition, smoke and flames from door 1R to door 2R and what attack that we were approaching. At that time Red Chief became Fire Operations Chief (Davis) and I became Fire Control Group. Red 1, 2, and 3 applied agent immediately and by the looks of our coordinated attack we were suppressing the flames effectively. Visibility was horrible since the winds were coming from the west and foam and smoke was all that you could see. Our efforts could only be seen through our FLIR device mounted on Red 1. Red 2 and Red 3 FLIR devices were inoperative but they were able to direct streams effectively with communications. I radioed Red 2 and Red 3 to pull hand lines to assist entry teams and to have a backup line available. At this time Red 1 was out of water, I exited Red 1 and assisted crews in deployment of the hand lines at that time I noticed smoke emitting from the inside of the aircraft. The area around the aircraft was entrenched with foam and mud and was becoming very difficult for crews to operate.

I heard a call to have the Heavy Rescue to be moved from Station 1, I realized that Red 1 was out of water so I relayed back to Fire Operations Chief (Davis) that Engineer Brackett was available to ride along with Red 1 to refill with water and that Eng. Brackett could drive the Heavy Rescue to the scene. Fire Operations Chief agreed.

Three members from T31 were near me (FF's Morrow, L. Brewer, Cole) and they immediately jumped up onto the deployed slide at door 1L it was very slippery for them to enter so I was able to push them up the slide to gain entry. I directed another member to get a ladder so that we can gain better access to that door.

I walked to the left side of the aircraft to door 2L and Red 4 had an attack line in place and so did Red 5 (Capt Gelbhaus). Red 4 officer and engineer (Lt. Ramos, Eng. Ashliman) entered into the aft section along with Red 6 crew member (Dubrovin). I walked back to the front of the aircraft and noticed fuel

leaking from both wings so I directed one line from Red 5 to be staffed by Red 3 crew member (FF Frates) I had a line from Red 2 to keep flames from igniting on the right side near the cargo area.

Once lines were staffed and positioned I entered the aircraft and found crews in their secondary search and hand lines were being used to extinguish spot fires. Capt. Gelbhaus was in the aft section of the aircraft and was controlling the smoke and extensions of fire there with several crew members. FF Gallardo was measuring gas in the aircraft with the triple gas meter and gave a report of normal after a secondary was performed.

Capt. Benton and I performed a final search of the aircraft with the portable FLIR device and came up negative, the foam and debris of the interior was difficult to search so we wanted to make sure that we did not miss anything on the final search. After the interior search I sent three members from T31 (FF L. Brewer, Cole, and Gallardo) to search the surrounding area for any souls that may have been ejected from the aircraft. All members reported no souls found 150 yards from the area of the aircraft.

There were 5 employees from Continental Airlines in the vicinity and I told them to stay near our ARFF apparatus during the fire suppression. Denver Police were also in the area.

NTSB was on scene and I directed FF Doug Mangels and FF Bob Werner to escort them around the aircraft. This was all radioed to Fire Command.

Once the area around the aircraft was searched and the cargo area was injected with more foam due to a constant rekindle the interior cabin of the aircraft was secured by removing the deployed slides from 1L (FF Kemp) and 1R (Lt. Ramos).

I received a call from Fire Operations to see if any further crews should remain on scene and so I instructed Red 6 and Red 8 to return to quarters on the East side. All ARFF apparatus was relieved from scene with the exception of Red 5 and Red 1 and they remained on scene until the smoke from the cargo section was no longer smoking.

Lt. Michael J. Engelbert

Denver Fire Department

Denver International Airport

REPORT OF INCIDENT ACTIONS

DIRECTIONS FOR USE

1. Submit white and yellow copies to EMS office
2. Pink to Company file

Incident Number

Incident Time

Incident Location

WCO, 34R

Description of Incident, Error or Problem Encountered **PLEASE BE SPECIFIC**

R1 RESPONDED TO WB/F AFTER REPORT OF CRASH. FINDING NOTHING R-1 CONTINUED NORTH ON TW/F TO F-2 WHERE WE SAW A SMALL JET AIRCRAFT WITH NO LIGHTS. R-1 STOPPED AT THIS AIRCRAFT TO DETERMINE IF THIS WAS THE SUBJECT AIRCRAFT. RED CHEF ADVISED ALL EQUIPMENT TO CONTINUE NORTH. SUBJECT AIRCRAFT WAS LOCATED BETWEEN 34R + TW/D NORTH OF ARFF 4. R-1 APPROACHED THE 737 FROM THE EAST AT APPROX. THE 5 O'CLOCK POSITION. THERE WAS A LARGE BODY OF FIRE + SMOKE EXTENDING FROM THE TRAILING EDGE OF THE RIGHT WING TO THE R-2 DOOR. R-1 USED THE ROOF TURRET TO APPLY FOAM. RED-2 APPLIED FOAM FROM THE 3 O'CLOCK POSITION. RED-3 " " " " 1 O'CLOCK POSITION. RED-1 APPLIED APPROX. 3000 GALS OF WATER + 300 GALS OF FOAM. DUE TO WIND DIRECTION (OUT OF THE WEST) VISIBILITY WAS NEARLY ZERO. RED 1 REPOSITIONED TO THE 4 O'CLOCK AND PROVIDED COVER TO GROUND CREWS. RED ONE WAS RELIEVED TO REFILL WITH WATER. AFTER FIRE WAS EXT. RED-1 RETURNED TO STAND WATCH IN THE 4 O'CLOCK.

Name LEONARD ROSENQUIST	Rank TEN6	Assignment ARFF-1 RED-1	Date 12-20-05
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Denver Fire Department

DIRECTIONS FOR USE

- 1. Submit white and yellow copies to EMS office
- 2. Pink to Company file

REPORT OF INCIDENT ACTIONS

Incident Number 93931

Incident Time 1818

Incident Location WC / 34R

Description of Incident, Error or Problem Encountered PLEASE BE SPECIFIC

Engineer on Red-2 ARFF

Crash net comes over with a "we have a crash on 34R", no airplane description. Following Red-1 the route was WA to Fox, north on Fox to WB area. Seeing no accident, we continued north to F-2 where we found a private jet. Red 1 went on the left of jet and Red 2 went on the right. As we were assessing the plane, thinking this may be our incident, we received an update from OPS 7 that the crash was at WC taxiway. Red Chief told us to go north on 34R to WC. Upon west bound on WC, debris and what appeared to be skid marks across WC were present. Until this time the crash scene was not visible until an orange glow appeared and part of the tail became visible. We turned north on Kiwaunee for approximately 200 yards, followed R-1 off road down the steep side slope of road. Followed Red 1 a short distance, then we went to the right as Red 1 went left. We approached

Name William S. Carey
12/21/08

Rank Engineer

Assignment ARFF-1 "B"

Date 12/21/08

DIRECTIONS FOR USE

- 1. Submit white and yellow copies to EMS office
- 2. Pink to Company file

Denver Fire Department

REPORT OF INCIDENT ACTIONS

Incident Number

93931

Incident Time

1818

Incident Location

WC134R

Description of Incident, Error or Problem Encountered PLEASE BE SPECIFIC

the plane on a 2-3 o'clock position, near the leading edge side of wing towards soon R.I. At this time we opened up with both roof and bumper turrets with foam. After approximately 45-60 seconds the fire appeared knocked. In the next few minutes there were some small flare-ups that were quickly extinguished. Next the preconnect hand-line was pulled and a smoldering white smoke hot spot on the belly behind the right wing was foamed down periodically for the next 30-60 minutes. After which it was monitored and foamed periodically. Also foam application was put down front of the wing between engine #2 and fuselage where fuel had flowed out. After approximately 4 1/2 hours we were picked-up and sent back to quarters.

2500 gal water
330 gal AFFF

Name

William S. Carey

Rank Engineer

Assignment

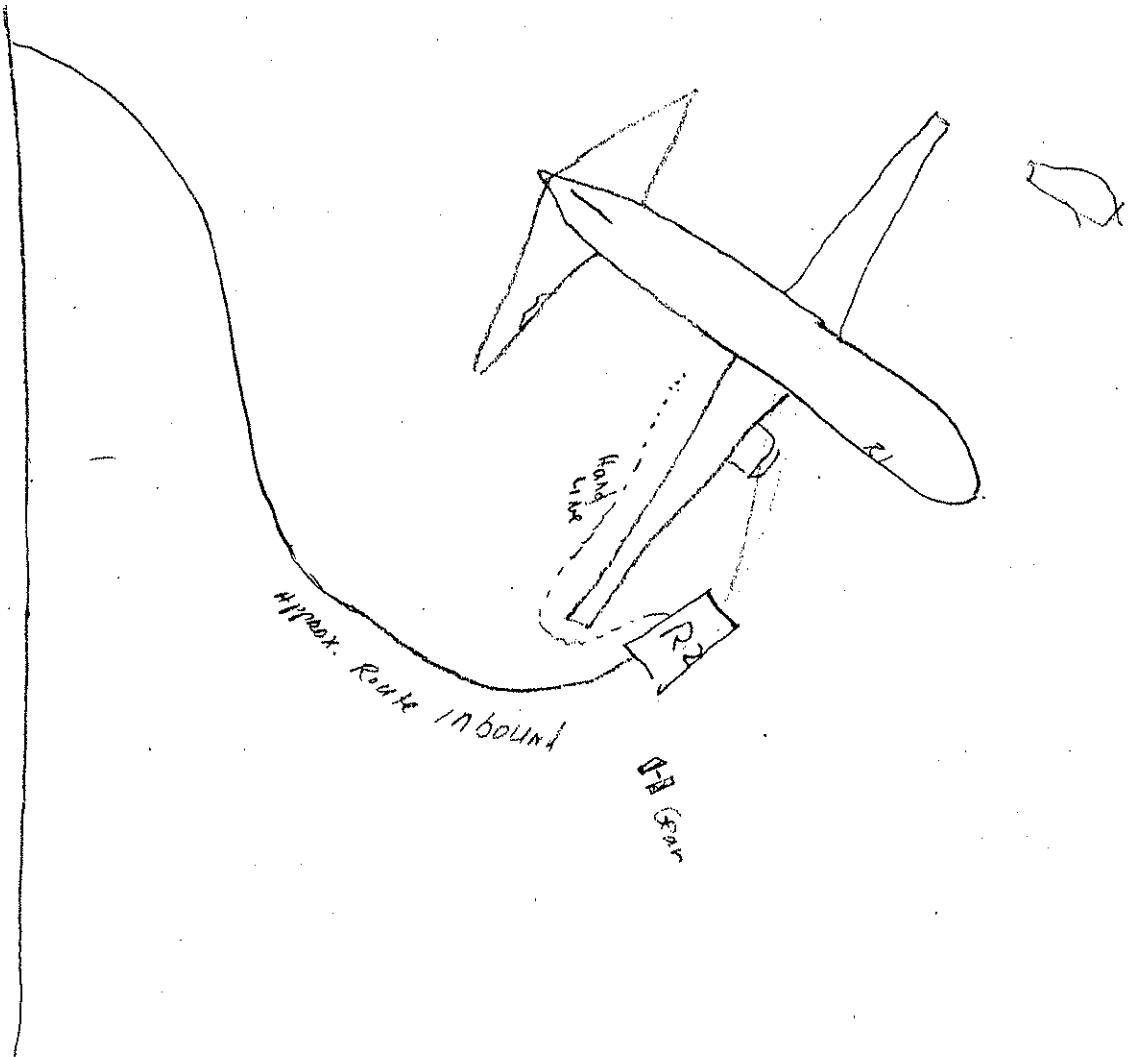
ARES-1 'B'

Date

12/21/08

ENG. Red-2
12/21/08

REBOUND.



Denver Fire Department

REPORT OF INCIDENT ACTIONS

DIRECTIONS FOR USE

1. Submit white and yellow copies to EMS office
2. Pink to Company file

Incident Number **93931**

Incident Time **1818**

Incident Location **34R + WC-TWY**

Description of Incident, Error or Problem Encountered **PLEASE BE SPECIFIC**

CRASH NET ACTIVATED W/ THE MESSAGE; WE'VE GOT A CRASH ON 34R @ WB, WITH NO A/C DESCRIPTION, AND REPEATED. RED-2, FOLLOWING RED-1 N. ON F-TWY, SEEING NOTHING AT WB, CONTINUED ON N-B ON F-TWY UNTIL SEEING A FRONTIER AIRBUS @ F-1, THEN A PRIVATE JET @ F-2, WHICH WE THOUGHT COULD BE OUR SUBJECT A/C FOR A BRIEF MOMENT. WE THEN HEARD RED CHIEF ADVISE TO CONTINUE N-B ON 34R, AND IMMEDIATELY HEARD OPS STATE THE INCIDENT WAS OFF OF WC-TWY, AS RED-2 APPROACHED WC-TWY WE COULD THEN BEGIN TO SEE, OFF IN THE DISTANCE TO THE NORTHWEST, THE INCIDENT SCENE, AS WE MADE THE L. TURN ONTO WC-TWY WE COULD SEE SNOW/DIRT TYPE DEBRIS CROSSING WC-TWY. FOLLOWING RED-1, RED-2 THEN PROCEEDED W. TO KEWANEE ST, WHERE WE MADE A N-B TURN, HEADED APPROX. 200 YD'S AND MADE A SLOW, CAREFUL L. TURN DOWN THE STEEP RUNWAY EMBANKMENT TOWARDS THE SCENE, AGAIN FOLLOWING RED-1. RED-1 APPROACHED THE A/C FROM THE SIX O'CLOCK POSITION, WITH US FOLLOWING. WHEN RED-1 STOPPED AT APPROX. THE 4-5 O'CLOCK POSITION, RED-2 CONTINUED ON, PASSING THEM ON THE R., + STARTED BUNKERING THE FUSELAGE FROM APPROX. THE REAR OF THE WING TO THE R-1 DOOR, AS THE RED-2 ENGINEER CONTINUED TO POSITION THE RIG FOR A BETTER TACTICAL ADVANTAGE AT APPROX. THE 2 O'CLOCK POSITION. IN THIS POSITION, RED-2 HAD EXCELLENT ACCESS TO THE LEADING EDGE OF THE WING, UNDER THE WING + THE FUSELAGE FOR FIRE MITIGATION AND VAPOR SUPPRESSION. AFTER A SHORT TIME, AND THE EXTERIOR FIRE BEING EXTINGUISHED, THE ORDER WAS GIVEN TO STRETCH A HANDLINE OFF RED-2 TO HANDLE HOT SPOTS.

Name **RANDALL L. KEMP**
[REDACTED] 12/21/2008

Rank
FIREFIGHTER

Assignment **MREF-1-A**
RED.02

Date
12/21/2008

Denver Fire Department

REPORT OF INCIDENT ACTIONS

DIRECTIONS FOR USE

1. Submit white and yellow copies to EMS office
2. Pink to Company file

Incident Number **93931**

Incident Time **1818**

Incident Location **34R + WC-TWY**

Description of Incident, Error or Problem Encountered **PLEASE BE SPECIFIC**

AFTER THE HOT SPOTS WERE HANDLED, I WAS THEN ASSISTED BY T-31 PERSONNEL IN OPENING + DIS-ARMING THE R-1 DOOR FROM THE OUTSIDE. ONCE ACCESS WAS GAINED AT THE R-1 DOOR, I HEADED INTO THE GALLERY, EXTINGUISHED MORE HOT SPOTS, THEN HEADED TO THE COCKPIT. I TURNED OFF GALLEY PWR SWITCHES ON THE OVERHEAD PANEL, THEN WENT TO THE FIRE HANDLES, WHICH I FOUND IN THE PULLED-UP POSITION ALREADY (#1, #2, + APU). I EXITED THE COCKPIT AND THEN PROCEEDED TO ASSIST RED-4 OFFICER IN REMOVING THE LEI SLIDE SO GREATER ACCESS COULD BE GAINED WITH A LADDER FROM THAT LOCATION. AT THIS POINT MY JOB WAS TO MONITOR + ATTEND TO THE HOT SPOTS AND UNDERWING FUEL SALL AREAS WITH A FOAM RE-APPLICATION DELIVERED THROUGH A HAND LINE. ULTIMATELY, WE WERE GIVEN THE ORDER FROM RED-1 TO P/U HOSELINES FOR RED-03 + RED-02, AND AFTER APPROX. 4'15", WE WERE SENT BACK TO QUARTERS TO GET OUR RIG BACK IN SERVICE (FILLED W/WATER, FOAM, AIR, FLUSHED, ETC) IN CASE IT WAS TO BE RECALLED. DURING THE EVENT, RED-02 USED APPROX. 2500 GAL. OF WATER, AND 330 GAL. OF AFFF.

Name **RANDALL L. KEMP**
[REDACTED] 12/21/2008

Rank **FIREFIGHTER**

Assignment **AREF-1.A**
RED-02

Date **12/21/2008**

KEMT
12/21/2008

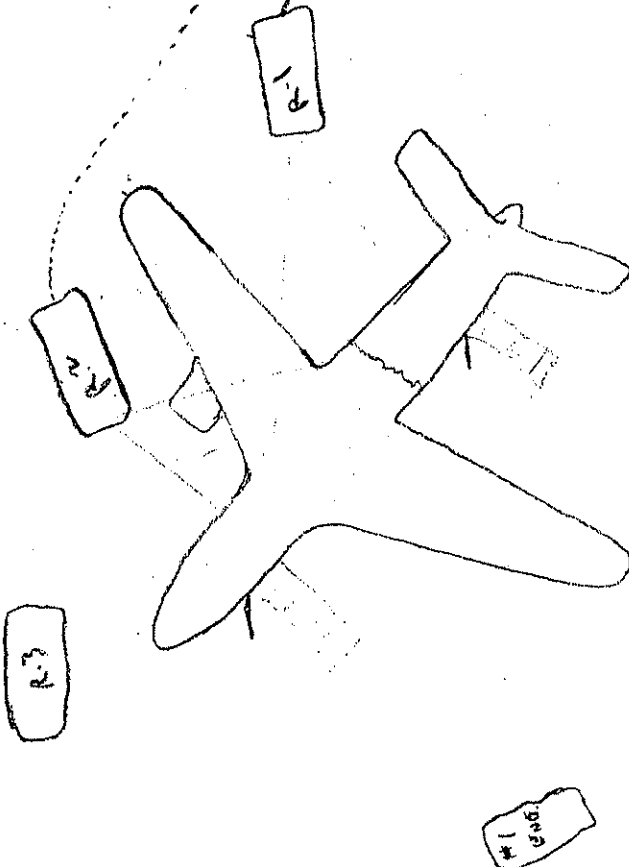


N ↑

REARVIEW ST

RED 02 FOLLOWED
RED 01 IN THEN
PRESSED THEM AFTER
THEY STOPPED.

90



FINEHOUSE AREA #4

- 1. Submit white and yellow copies to EMS office
- 2. Pink to Company file

REPORT OF INCIDENT ACTIONS

Incident Number

Incident Time

Incident Location

WC 34 R

Description of Incident, Error or Problem Encountered **PLEASE BE SPECIFIC**

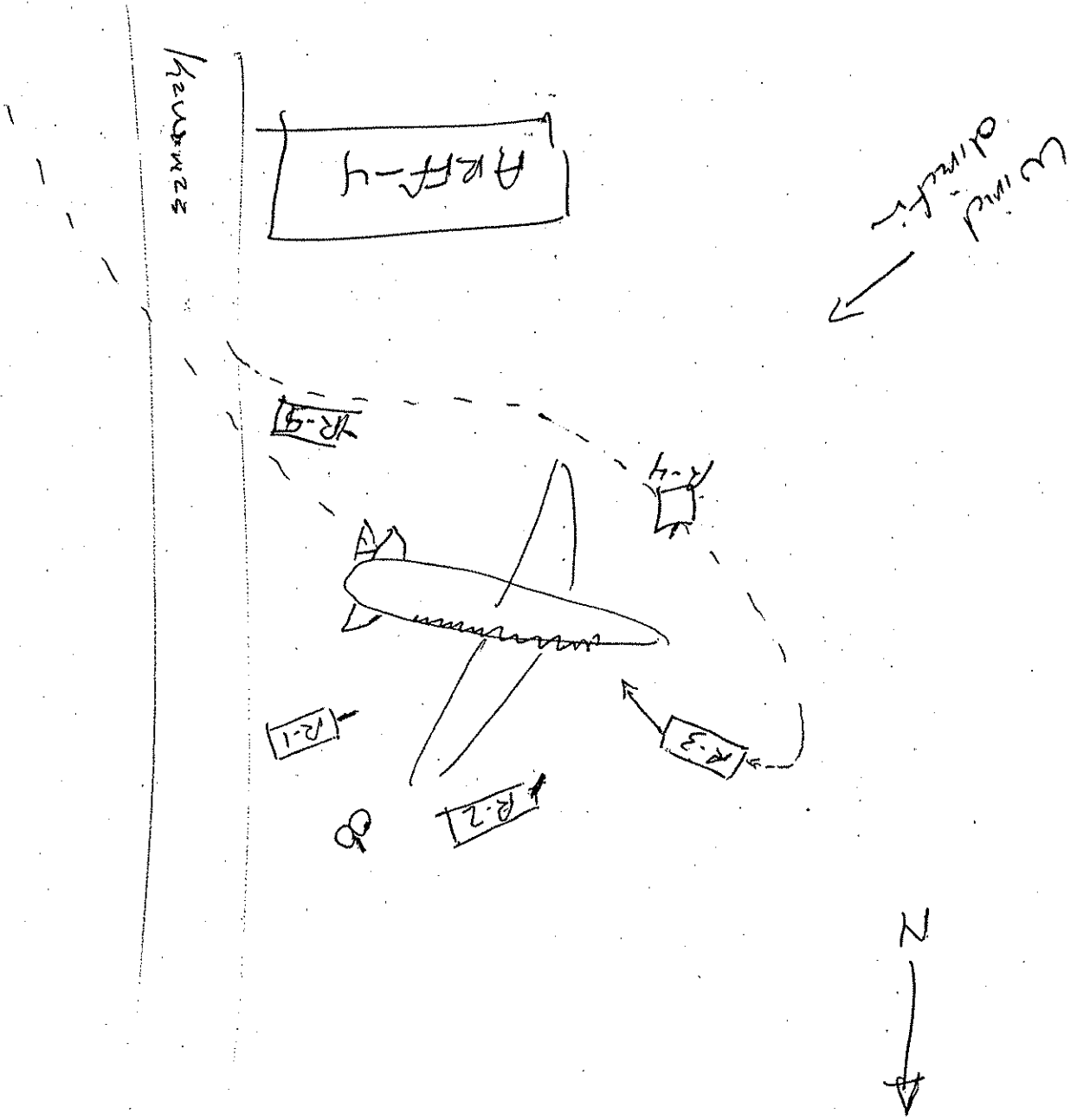
Driver R-3 responded to "Crash" alert North on WB. Initially thought the subject aircraft was a G-2 @ WB. Moved to W-C when ops ID aircraft as a "737". Followed R-1 & R-2 into field North of ARFF Sta 4. Some passengers walking toward ARFF Sta 4. Setup up initially at Pilot side cockpit and moved to co-pilot location applied water/foam w/ R-2 to # 2 engine & fuselage @ wing root. R-3 RH lines setup @ L-1 door. Helped FF/R-2 with Cpt. Benton to disarm R-1 door and used handlines from R-2. Helped ladder into R-1 door opening.

Initial call was to WB & 34 R held briefly on the Gulf stream and then when updated by ops-7 moved North of ARFF-4.

Aircraft fuselage fractured about the trailing edge of wing. Heavy fire R-1 → R-2.

↓ OVER

Name	Rank	Assignment	Date
JAMES H. RANNLEY	FF-1	ARFF-1-a	12/20/08



Denver Fire Department

REPORT OF INCIDENT ACTIONS

DIRECTIONS FOR USE

1. Submit white and yellow copies to EMS office
2. Pink to Company file

Incident
NumberIncident
TimeIncident
LocationDescription of Incident, Error or Problem Encountered **PLEASE BE SPECIFIC**

TO PASS 3 of the ceiling Panels back Behind us to another firefighter, I don't know who, to get them out our way. ~~we~~ I searched the AREA from the Back Restroom to 4 or 5 rows forward of the galley. We ran into Rock and Jason and told them that ~~we~~ found nothing. We got hit with a bunch of foam through the open RT side of the A/c at this point, covering us. We backed out, and I then went to the ~~left~~ left wing and relieved Cpt. Roy Gelbhaus, who was putting water on the cracked ~~left~~ wing, where Jet fuel was coming out at a rate of 4 to 5 gallons a minute and I shot water on the leaking fuel off and on for about 5 minutes, then began to apply foam off and on for about 45 minutes. Rock Brewer relieved me after that and I went to get warm at my Rig, Red 3. I remained on the RT side of the for a few minutes then picked up our hose and returned to Aeff Station 1

Name

DANIEL J. FRATES

Rank

FF1

Assignment

ARFF 1 - Red 3

Date

12/20/08

REPORT OF INCIDENT ACTIONS

DIRECTIONS FOR USE

1. Submit white and yellow copies to EMS office
2. Pink to Company file

Incident Number

Incident Time

Incident Location

Description of Incident, Error or Problem Encountered **PLEASE BE SPECIFIC**

Jim Ranney and myself we working on RED 3, we followed Red 1 & 2 to the crash site. we initially positioned ourselves to the left of the A/c and shot foam on the A/c and the burning fuel river. then repositioned to about the one o'clock position head toward the Rt Forward galley door and applied more foam. when most of the fire was extinguished, I left Red 3 and pulled our line from the Rt side of Red 3 and advanced it towards the nose of the A/c. there were no PAX visible to me at anytime. I yelled into left L1 door for any PAX, got no response. I began to climb up the slide; but my officer, LT Englebert, stopped me and said the truck crew was right behind me. I pushed Jason Cole, Rock Brewer and Ron Morrow up the slide at L1 and handed them the line. I then went to the Aft left door and assist Monty Ashleman, who was feeding the hose into the A/c. I climbed inside and backed up Kon Ramos on the line. I opened the upper bins looking for fire extension and found them clear. we began

Name

Rank

Assignment

Date

DANIEL J. FRATES

FFI

ARFF 1- RED 3

12/20/08

A R F F S T A T I O N 1

TRUCK 31

~~CONF~~

KENNETH M. BOSTON

DIRECTIONS FOR USE

- 1. Submit white and yellow copies to EMS office
- 2. Pink to Company file

Denver Fire Department

REPORT OF INCIDENT ACTIONS

Incident Number 93931

Incident Time 18:21

Incident Location WC 35 R

Description of Incident, Error or Problem Encountered PLEASE BE SPECIFIC

T-31 WAS ON SCENE AT A-26 WAITING FOR AN EMS PATIENT TO ARRIVE. WE HEARD PLANE CRASH ON RADIO AND NOTIFIED COMM CENTER TO GO ON MEDICAL. FOLLOWED AN OPS VEHICLE AS LOCATION UNFOLDED. ON KEWAUNEE NORTH OF W/C FOUND DIRT ACROSS ROAD. PARKED BOTH RIGS OUT OF WORK AREA ON KEWAUNEE. CREWS ON FOOT DOWN TO SCENE. 3 MEMBERS IN L1 DOOR WITH HANDLINES. WENT AROUND TO RIGHT SIDE TO ACCESS ONLY DOOR NOT OPEN R1. DITCH FROM FUEL RUNOFF CAUSED HANDSIP CARRYING R1 DEEP FOAM FILLED DITCH, SEVERAL FALLS & ROOTS LOST. CARRIED DOOR, GLT BAR REMOVED, DOOR OPENED FIRE IN FRONT GALLEY. PUT OUT GALLEY FIRE W LINE OFF RIG 2. PRIMARY NEGATIVE, 2^o NEGATIVE WENT THROUGH LATER TO LT ENGINEER, USED THERMAL IMAGER TO CHECK UNDER SEATS FOR ANY VICTIMS. CREW DID SEARCH FOR 2 POSSIBLE MISSING PASSENGERS FROM RIFF 4 TO CRASH. NEGATIVE. CREW TO RIFF 4 TO REAR. ASSISTED TO PASSENGER CAB. GAVE OUT LBUPROFEN^{CP}. FP GALLARDO & I ASSIGNED TO ESCORT FWA (3 MEMBERS) FOUND EXIT PATH OFF RUNWAY. & CRASH PATH. ENDED ESCORT 2^o ATN^{BACK}

Name	Rank	Assignment	Date
[REDACTED]	CAPT	T-31	12-21-08

REPORT OF INCIDENT ACTIONS

DIRECTIONS FOR USE

1. Submit white and yellow copies to EMS office
2. Pink to Company file

Incident Number

Incident Time

Incident Location

WC 34R

Description of Incident, Error or Problem Encountered **PLEASE BE SPECIFIC**

T-31A was at an EMS run at A-36 where we heard a "plane crash" close to WB. We arrived at the crash site by WC, just behind the PRIT-Reg. They attacked the exterior fire with turret guns. There was a large debris field + the area was covered with foam + was muddy.

We made entry to #1 + started a primary search. There was a fire in the galley. We hit that fire + another one. The galley reignited again. So I stayed for the rest of the fire to protect egress for the rest of the team. They went on to do the primary search. A section of the rest pad had fallen into the sink + they had to remove it. Then they finished the primary + then the secondary.

The fire in the galley reignited 3 or 4 times.

Later we worked on gully the cycling but another crew took over. We walked the debris field twice to double check that no one was out there.

Name [Redacted]	Rank Tech.	Assignment T-31-A	Date 12-2-08
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Denver Fire Department

REPORT OF INCIDENT ACTIONS

DIRECTIONS FOR USE

1. Submit white and yellow copies to EMS office
2. Pink to Company file

Incident Number

Incident Time

Incident Location

WC-34R

Description of Incident, Error or Problem Encountered **PLEASE BE SPECIFIC**

ARRIVED ON SCENE MEMBER OF TRUCK-31. ASSIGNED AS RESCUE GROUP. ENTERED THE AIRCRAFT THROUGH THE L-1 DOOR. FIRST MEMBER TO ENTER INTERIOR OF THE AIRCRAFT. FIRE WAS PRESENT AT LEFT SIDE INTERIOR SEATS 1-THROUGH 5. USED THE BOWLINE FROM RED 3 WITH LOSIE BLOWER AND EXTINGUISHED INTERIOR FIRE. F.F. ROW MURPHY THEN ENTERED THE AIRCRAFT AND TOOK THE HANDLINE, WHILE BLOWER AND MYSELF CONDUCTED THE PRIMARY SEARCH. WHILE PERFORMING THE PRIMARY SEARCH THE CEILING FROM THE CENTER ~~WAS~~ ^{IS} WAS BLOCKING THE CENTER ISLE. 3 FIREFIGHTERS LIFTED THE CEILING AND PLACED IT ON THE R-SIDE SEATS. FINISHED PRIMARY SEARCH AND INFORMED COMMAND. IMMEDIATELY BEGAN THE SECONDARY SEARCH STARTING FROM THE REAR OF THE AIRCRAFT. SECONDARY SEARCH COMPLETED WITH BLOWER. NO PATIENTS FOUND AND REPORTED TO COMMAND WITH THE RESULTS. USED THE THERMAL IMAGER TO LOOK FOR HOT SPOTS. FOUND SMALL FIRE IN THE CENTER OF AIRCRAFT IN THE CEILING AND EXTINGUISHED THE FIRE. EXITED THE AIRCRAFT AND CONDUCTED SEARCH ON THE EXTERIOR OF AIRCRAFT. NOTHING FOUND.

Name

COLE, JASON

Rank

TECH

Assignment

T-31-

Date

21 Dec 08

REPORT OF INCIDENT ACTIONS

DIRECTIONS FOR USE

1. Submit white and yellow copies to EMS office
2. Pink to Company file

Incident Number

Incident Time

18:20

Incident Location

WC + 34 R

Description of Incident, Error or Problem Encountered **PLEASE BE SPECIFIC**

While standing by for an Cms. @ A26 we heard on the radio there was a Aircraft Crash @ WC + 34 R we then proceeded to respond to location. Upon arrival we saw a medium size aircraft "737" on its belly just @ of ARFF 4. Red 1, Red 2, Red 3 + Red 4 applying agent to an aircraft that was involved in flame on its 3 o'clock side. I proceeded to assist Red 2 Firefighter with extending a hand line from Red 2 and extinguish flame which was coming from the Right side of the aircraft upon extinguishment I proceeded to go to the L1 Door and assist T31 with interior attack. T31 Staked was knocked so I proceeded to the L2 Door and assisted with exterior attack from the ~~top~~ Aft of the aircraft. We took care of some hot spots in the rear galley and then proceeded to exit the aircraft.

Name

Alonso GALLARDO

Rank

Tech

Assignment

T-31-A

Date

12-20-08
12-21-08

REPORT OF INCIDENT ACTIONS

DIRECTIONS FOR USE

1. Submit white and yellow copies to EMS office
2. Pink to Company file

Incident Number

Incident Time

Incident Location

(0) C 34 C

Description of Incident, Error or Problem Encountered **PLEASE BE SPECIFIC**

ARRIVING ON KEWAUNEE, CROSSED OVER DIRT DEBRIS. (UPON) ARRIVAL, WE APPROACHED THE AIRCRAFT FROM ABOUT THE 3:00 POSITION. AIRCRAFT HAD ARFF RIGS PUTTING FOAM ON BURIED (R) SIDE W/SKIN MISSING MID PLANE. SOURCE: FIGHTER SWAYING INSIDE R1 DOOR.

WE ENTERED THE L1 DOOR ON L1 SLIDE, THERE WAS BELOW L1 ABOUT 4-5 FT. UP. FIRE SHOWING @ GALLEY FROM FLOOR BEHIND R1. CABIN SMOKE & STEAM FILLED; APPROX. 8" OF FOAM ON FLOOR. HIT GALLEY FIRE'S CEILING OF AISLE. PERFORMED PRIMARY ~~SEARCHES~~ SECONDARY SEARCHES, BOTH WERE NEGATIVE. EXITED PLANE. PERFORMED PRIMARY SWEEP OF DEBRIS FIELD, NEGATIVE. SECONDARY SWEEP OF DEBRIS FIELD, NEGATIVE.

Name JESUE BREWER	Rank TECH	Assignment T-31A	Date 12-21-08
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Denver Fire Department

REPORT OF INCIDENT ACTIONS

DIRECTIONS FOR USE

1. Submit white and yellow copies to EMS office
2. Pink to Company file

Incident Number

Incident Time

Incident Location

Description of Incident, Error or Problem Encountered **PLEASE BE SPECIFIC**

T-31 was at A-26 waiting for a plane coming in with a medical patient when over the radio we heard a plane had crashed. After calling to have someone else cover in, we responded. Upon arrival on scene, I drove north on Kawanaue to a point East of the plane I was directed, after walking down to the plane, to get a ladder. I did. While trying to place the ladder I stepped into a ravine created by Jet fuel, and my boot came off, soaking my left foot & lower leg in the fuel.

After placing the ladder and gaining access to the plane's right side (R.I) door, I was instructed to return to ARRF station 1 with Red 1 to get the Heavy Rescue. Upon returning to the scene, I parked the Heavy on WC, and went into ARRF station 4. I assisted with 2 patients, 2 of the left to be transported to hospitals.

After returning to my crew at the crash site, we were directed back to ARRF 4 to aid in getting passengers onto busses. When that was completed, we were assigned to search the plane, the surrounding area, and the path the plane took from the runway to its resting place to ensure no victims were overlooked.

Following this search, which was negative, we were released to return to our Firehouse.

Name GLENN BRACKETT	Rank ENGINEER	Assignment T-31-A	Date 12/20/08
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ARPT 2
station 32
engine 32

CAPT. TOM GLIVAR E-32C
In Saturday 12-20-08 E-32-C received a call over
the crash net of a crash at WB and 34R & reportedly
to be a small aircraft. We responded west across Zulu
taxiway. While enroute we heard a reported location of
WC & 34R. As we approached the west side of the
airfield we noticed a black column of smoke to
our right near Arff 4. We responded to ARFF 4
& positioned our apparatus on the north side of
Arff 4 in a funnel configuration. ~~We~~ noticed a
line of passengers coming across the field directly
toward our position. ~~We~~ I also noticed flames around
the west side of the fuselage. We assisted the walking
passengers into the fire station & began triage.
One flight crew member, a female, was unable to
walk due to an ankle injury. We immediately
responded to her location at the bottom of the hull
behind Arff 4 with the Hummer & loaded her &
a male ~~the~~ flight crew member into the vehicle.
We then brought them back to Arff 4 for treatment.
After all passengers were inside Arff 4, we began
triage & treatment with 3 paramedics. I called
for more backboards, cervical collars, blankets, &
oxygen. Truck 2 & Engine 29 arrived & assisted
with patient care. We transported 35 patients
by ambulance. The non-injured passengers were transported
by bus to the terminal.

Cap. Tom Glivar

Eng Charles Leuthausen 12/20 E-32A

Dispatched to aircraft crash at
34R and WB enroute was advised that
the plane was intact just off Keenawau
behind ARFF Sta 4 Drome to ARFF 4 parked
on access road to fire house assisted
Passengers into fire house and
started triage of Passengers helped
injured until more help arrived then
started to back board injured helped
load injure into ambulance's stood
by and helped out as needed till
Passenger's were all removed

JEFF HINSON E-32 ACTING ENGINEER 12-20-08

AS WE ARRIVED ON SCENE I SAW THE AIRCRAFT IN THE
PLAINE WITH FLAMES AND SMOKE SHOWING; AGENT BEING
PUT ON BY ARFF RIGS. VICTIMS WERE ALREADY WALKING
OUTSIDE OF ARFF STA. 4 AND SOME COMING UP THE HILL.
I PARKED E-32 BETWEEN ARFF 4 AND THE SCENE TO
SET UP OUR "FUNNEL". I ASSISTED A FEW VICTIMS TO
THE BACK DOOR OF THE STATION AND BEGAN TRIAGE.

Chris Kennedy

12/20

E32/A

Firefighter E32

1. Dispatched to ^{crash @} 1/34R & WB, small AC'
2. responded to scene across Zulu to WC per additional radio reports. Entered E32 onto Kewanee off WC and pulled onto ARFF ST 4 drive way.
3. from position of ~~the~~ rig saw crash scene w/ fire on L side of AC w/ one ARFF rig applying agent from the 5:00 position to length of Res-daze and fire on R side. 2 additional ARFF rigs were entering/encircling AC off ~~of~~ Kewanee.
4. Assigned EMS per Rec Chief. Noticed many evacuees alongside ARFF ST 4 and a 'trail' of remaining passengers down the hill adjacent to L side of AC w/ E32A immediately funneled passengers into ST 4. moved down hill directing passengers to move to ST 4. All passengers were ambulatory. Last 6 passengers at bottom of hill were @ 2 'deadhead' pilots, 2 flt. attendants, & 2 pilots. 1 flt. attendant had ankle injury & was non ambulatory. Directed ~~all~~ ^{pilots} to fire house and notified E32A to bring vehicle for injured party.
5. Began triage @ st. 4. Directed flt attendant to gather/obtain head count. notified E32A of head count per flt. attendant.
6. Began pt transport/treatment w/ DB

ARFF

STATION 3

Red 5

Red 6

Red 8

Denver Fire Department

REPORT OF INCIDENT ACTIONS

DIRECTIONS FOR USE

1. Submit white and yellow copies to EMS office
2. Pink to Company file

Incident Number

Incident Time

Incident Location

Description of Incident, Error or Problem Encountered **PLEASE BE SPECIFIC**

To all interested parties
From - Michael McDaniel - Engineer Red 8

Responded to "crash" Runway 34R @ WB from ARFF station 3 - proceeded USR to ED. ED to GULF, transition to Festrat across Runway 34R/17L to WC and Kewanee St. observed ARFF rigs and Continental airplane (737) west of Kewanee St and north of ARFF station 4. Plane was heading NW on its belly, generally intact with very little flame showing from right side if any when we arrived. I had started generator as we left the station and adjusted tower radio to 127.50. Having observed plane off road, Red 8 was locked into 8 wheel drive and we proceeded across a debris field containing pieces of the plane on Kewanee St, turned west and headed into grassy field with slight downhill angle. observed Reds going to approx 3 to 5 o'clock position and Red 6 to 6 o'clock position. I drove Red 8 to 9 o'clock position where we could assist Red 3 at 12 o'clock position and Red 4 at 8 o'clock position as the right side of plane contained most of ARFF rigs and activity. I manually adjusted video camera for best view of aircraft and deployed roof halogen lights on rig for more light on left side. observed one set landing gear approx 200' behind plane, one engine assembly completely detached resting left side approx 10' behind wing. A large crack slightly behind

Name

Michael McDaniel

Rank

Engineer

Assignment Red 8

ARFF-3-A

Date

12-20-08

wing with steam escaping. Front and rear slides were deployed on left side. Fuel was leaking from partially torn left wing. Fire seemed to be out when we arrived and no fire showed on left side at all. Firefighter from Red 8 left to assist with interior work and I waited for command to use Red 8 when necessary. Short time later Red 8 ordered back to station 3 to resume east side coverage.

[REDACTED]

61426

Denver Fire Department

DIRECTIONS FOR USE

- 1. Submit white and yellow copies to EMS office
- 2. Pink to Company file

REPORT OF INCIDENT ACTIONS

Incident Number

08-93931

Incident Time

1820

Incident Location

DIA
RWY 34R / WC

Description of Incident, Error or Problem Encountered **PLEASE BE SPECIFIC**

ON 12-20-08 AT APPROXIMATELY 1820 HOURS: WHILE ASSIGNED TO ARFF STATION 3 (R-8), WE WERE DISPATCHED, BY FAA TOWER, TO THE APPROXIMATE LOCATION OF RUNWAY 34R AND WC ON AN AIRCRAFT CRASH. WHILE EN ROUTE, WE WERE GIVEN AN UPDATE VIA RADIO THAT A 737 HAD CRASHED, WAS ON FIRE AND THAT THE CRASH APPEARED TO BE SURVIVABLE. UPON ARRIVAL, I OBSERVED A 737 (CONTINENTAL) AIRCRAFT LAYING UPRIGHT ON ITS BELLY FACING NORTHWEST. THERE WAS SMOKE AND FIRE COMING FROM THE RIGHT REAR OF THE AIRCRAFT. FIRE CREWS ALREADY AT THE SCENE WERE IN THE PROCESS OF FIRE EXTINGUISHMENT AND INTERIOR SEARCH AND RESCUE. ENG MCDANIEL PARKED R-8 AT THE 9 O'CLOCK (OFF THE LEFT WING) POSITION. I EXITED THE ARFF APPARATUS AND PROCEEDED TO THE LEFT REAR DOOR WHERE I FOUND THE DOOR OPEN, SLIDE DEPLOYED AND FIRE CREWS INSIDE THE AIRCRAFT. (OVER)

Name

B. HARRIMAN F94001

Rank

FF-1

Assignment

ARFF-3-B

Date

12-21-08

WITH THE USE OFF FULL PPE, I ENTERED THE AIRCRAFT AND ASSISTED FIRE CREWS WITH THEIR CHARGED HOSE LINES. WE PROCEEDED TO CONDUCT A SEARCH OF THE AIRCRAFT INTERIOR. NO VICTIMS WERE LOCATED. DURING THE SEARCH, SEVERAL PLASTIC PANELS WERE REMOVED AND PASSED OUT THE REAR DOOR. ONCE THE SEARCH WAS COMPLETED, I EXITED THE AIRCRAFT AND ASSISTED EXTERIOR CREWS WITH HANDLINES ON THE RIGHT REAR EXTERIOR. I WAS ADVISED VIA RADIO TO RETURN WITH R-8 TO ARFF STATION 3. WE RETURNED TO STATION 3 AND NO FURTHER ACTION WAS TAKEN WITH REGARD TO THIS INCIDENT.

Denver Fire Department

DIRECTIONS FOR USE

- 1. Submit white and yellow copies to EMS office
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REPORT OF INCIDENT ACTIONS

Incident Number

08-93931

Incident Time

1828

Incident Location

W. OF 34R @ 7K REMAIN

Description of Incident, Error or Problem Encountered PLEASE BE SPECIFIC

STATEMENT OF CAPT. ROY GELBHAUS, OFFICER ON RED 5
 I HEARD CRASHNET SAY, "CRASH, 34 RIGHT AT WHISKEY BRAVO."
 GIVEN THE AMOUNT OF TRAFFIC SEEN APPROACHING THE AIRPORT,
 I DID NOT WANT TO PREMATURELY DEPLOY TO THE OTHER SIDE
 OF THE AIRFIELD UNTIL THERE WAS CONFIRMATION THAT THE
 WEST SIDE UNITS WOULD BE ENGAGED. HEARING THAT THERE
 WAS FOUND A SMALL PLANE AT WHISKEY BRAVO, I RADIOED
 THAT WE WERE RESPONDING TO CHARLIE NOVEMBER DE-ICE
 PAD FROM WHERE I PLANNED TO COVER BOTH SIDES OF THE
 AIRPORT.

WHEN IT WAS REPORTED THAT A 737 WAS INVOLVED, WE
 WERE DIRECTED TO RESPOND TO THE CRASH SITE OFF WHISKEY
 CHARLIE. WE FOLLOWED AN OPERATIONS VEHICLE ONTO THE
 RUNWAY AT F4, TURNED ONTO WHISKEY CHARLIE AND THEN
 NORTH ON KEWAUNEE STREET. APPROACHING THE SCENE, I
 REQUESTED AN ASSIGNMENT FROM COMMAND AND WAS TOLD THAT
 OUR 3 UNITS SHOULD TAKE POSITIONS OF ADVANTAGE AND DEPLOY
 A BACK-UP HOSELINE TO ALSO COVER THE FUEL LEAKING FROM
 THE LEFT WING. F.F. DUBROVIN AND I STRETCHED RED 5'S 1 3/4"
 HOSE (300') INITIALLY TO THE L-2 DOOR AND THEN LEFT IT WITH
 LT. RAYOS AND F.F. FRATES AT THE WING.

I DONNED MY FACEPIECE AND SAW OVERHAUL ACTIVITIES TAKING
 PLACE IN THE INTERIOR OF THE PLANE. I OBTAINED AN AX FROM

Name



Rank

CAPTAIN

Assignment A#23

RPT. ROY. - A

Date

12/21/08

ROY GELBHAUS

RED 5 TO PULL INSULATION AND INTERIOR FINISH AS NEEDED.
I WAS GIVEN A THERMAL IMAGER TO USE AND FOUND IT
TO BE OF LIMITED USEFULNESS DUE TO FOGGING. INSTEAD,
I USED THE HANDLINE FROM RED 4 TO SOAK SMOLDERING
INSULATION OVERHEAD AND IN THE TOILET ON THE RIGHT SIDE
REAR. I ALSO SEARCHED THE FLOOR BETWEEN SEATS AFT OF
THE FUSELAGE CRACK BECAUSE OF AN APPROXIMATELY 6"-12"
FOAM DEPTH THROUGHOUT. I LEFT TO CHANGE AIR CYLINDERS.

AT SOME POINT THE OVERHEAD FINISH DIRECTLY OVER THE
AISLE, WHICH HAD FALLEN FROM THE REAR, WAS BLOCKING
THE AISLE. I LIFTED IT ONTO THE RIGHT SIDE SEATBACKS.
ONCE I SAW NO MORE SMOLDERING, I WITHDREW FROM
THE PLANE AND, WITH ENG. COOK, I DRAINED OUR HOSELINE,
LEAVING IT DEPLOYED.

WE WARMED OURSELVES IN THE RIG AFTER OBSERVING THE
EXTERIOR DAMAGE ON THE RIGHT SIDE. NOTICING OPERATIONAL
PROBLEMS WITH MAIN TURRET MOVEMENT, WE REQUESTED PERMISSION
TO DISENGAGE AND WARM OUR APPARATUS. TRUCK 2 CREW
ASSISTED US PICKING UP OUR HOSE. I WENT TO THE TOP OF
THE RIG AND PULLED UP 250' OF THE HOSE. WE THEN
DEPARTED THE SCENE.

Denver Fire Department

DIRECTIONS FOR USE

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- 2. Pink to Company file

REPORT OF INCIDENT ACTIONS

Incident Number

Incident Time

Incident Location

Description of Incident, Error or Problem Encountered **PLEASE BE SPECIFIC**

Red 5 responded to a crash on 34R at WB. We responded via ED to Fortrat and Golf. Followed an OPS car north on 34R to where we got off on to Kewanee St. ^{proceeded} Just North of ARPS station 4 Red 5 left Kewanee St and set up at approx the 7 o'clock position there was no fire showing at this time. A Hand line was taken off Red 5 to a position near the left wing to protect left wing and keep AFFF on fuel that was coming from the wing.

Left side L-1 & L-2 were open and the Exit over the wing was open.

Name

Rank

Assignment

Date

[Redacted Name]

Eng

Red-5

7-21-8

Denver Fire Department

DIRECTIONS FOR USE

REPORT OF INCIDENT ACTIONS

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Incident Number

Incident Time

Incident Location

Description of Incident, Error or Problem Encountered PLEASE BE SPECIFIC

Ron Mullican ARFF 3 A shift Red 6

On 12-20-08 at approx 18:20 a crash call came in to the firehouse. We (Red 5, 6 & 8) responded to the set up points on our apron. We sat there for approx 3-5 min before responding to the scene. we drove ED to CN over across 34 R to the scene at approx WC + 34 R, below ARFF 4.

Upon arriving, I saw where the plane crossed Keewani leaving a debris field. The plane was sitting on its belly. I parked Red 6 at the rear of the plane, (6 o'clock) ~~the other~~ Red 6 did not use any agent. Firefighter from Red 6 left to assist with interior operations. The other Red rigs on scene had extinguished any fire during my arrival. Red 6 + 8 were dispatched back to ARFF 3 to cover East side, after approx 1 1/2 hrs on scene.

FYI I never exited Red 6.

Name

Ron Mullican

Rank

ENG

Assignment

ARFF 3

Date

12-21-08

Denver Fire Department

DIRECTIONS FOR USE

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REPORT OF INCIDENT ACTIONS

Incident Number	Incident Time	Incident Location
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Description of Incident, Error or Problem Encountered **PLEASE BE SPECIFIC**

12/20/2008
ASSIGNED TO THE RIDER POSITION OF RED 6, ARFF STATION 3,
RESPONDED WITH RED 5 AND RED 8 ON REPORT OF A CRASH
NEAR RUNWAY 34R GIVEN OVER THE "CRASHNET" SYSTEM.

CRASH SCENE WAS LOCATED A SHORT DISTANCE N.E. OF ARFF
STATION 4, NORTH OF TAXIWAY WC AND WEST OF RUNWAY 34R.
RED 6 WAS ASSIGNED TO POSITION AT THE REAR OF THE
AIRCRAFT AND TOOK A POSITION AT APPROX. 6 O'CLOCK.

I EXITED RED 6 AND WENT TO RED 5, AS DIRECTED, TO ASSIST IN
PULLING A PRECONNECT LINE AS A BACKUP TO RESCUE CREWS
ALREADY ON SCENE AND MAKING ENTRY THROUGH THE LEFT REAR
AIRCRAFT DOOR.

JUST AS RED 6 ARRIVED ON SCENE, I OBSERVED A SMALL AMOUNT OF FIRE
COMING FROM THE RIGHT SIDE OF THE AIRCRAFT, AT THE REAR, JUST
IN FRONT OF THE RIGHT HORIZONTAL STABILIZER. I RADIOED THIS INFOR-

MATION AND AN ARFF RIG AT POSITION 4 O'CLOCK APPLIED AGENT TO THAT
AREA. I THEN PROCEEDED TO RED 5, AS STATED ABOVE, FOR THE BACKUP
LINE. FOR THE DURATION OF MY TIME AT THE SCENE I

REMAINED AT, OR INSIDE, THE REAR GALLEY AND SEAT AREA
OF THE AIRCRAFT, WITH A CHARGED LINE, LOOKING FOR HOT SPOTS.
I PULLED A COILING PANEL IN THE REAR GALLEY AND APPLIED AGENT WITH
CAPT. GUBBAUS. THE SCENE APPEARED CONTROLLED AND STABILIZED.

LT. ENGLEBERT ADVISED ME THAT RED 6 AND RED 8 WERE NEEDED TO RE-
TURN TO THE EAST SIDE, ARFF STA. 3. I LEFT THE AIRCRAFT AND ^{RETURNED} ~~RETURNED~~ TO QUARTERS.

Name VIC DUBROVIN	Rank FF1	Assignment ARFF 3-A	Date 12/20/08
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ARFF station 4

Red 4

Denver Fire Department

REPORT OF INCIDENT ACTIONS

DIRECTIONS FOR USE

1. Submit white and yellow copies to EMS office
2. Pink to Company file

Incident Number

Incident Time

Incident Location

Description of Incident, Error or Problem Encountered **PLEASE BE SPECIFIC**

Received CRASH NET ALARM, control Tower stated "there's a crash AT 34-R AND whiskey BRAVO"

Red-4 pulled out of firehouse and headed right to Delta taxiway. I then heard radio call from ops #7 that the crash was at whiskey Charlie and 34-R. Red-4 made a U turn and headed east on whiskey Charlie. I contacted ops #7 and confirmed that 34-R was closed, we entered runway. Once on the runway we could not locate the crash, we didn't see any fire or smoke, ops was nowhere in sight. We then received radio call from Redlead (red-1) that the crash was at whiskey BRAVO and 34-R and that it was a small aircraft. We headed south on Runway 34-R. A minute or so later received another radio call from ops #7 or Red chief, that the crash was at whiskey Charlie and 34-R and for all ARFF rigs to follow him. We fell in behind responding apparatus because we did not want to turn in front of them.

Name

Ken Ramos

Rank

Lieutenant

Assignment

ARFF-4-A

Date

12-21-08

Denver Fire Department

REPORT OF INCIDENT ACTIONS

DIRECTIONS FOR USE

1. Submit white and yellow copies to EMS office
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Incident Number

Incident Time

Incident Location

Description of Incident, Error or Problem Encountered **PLEASE BE SPECIFIC**

Further radio conversation that the crash was off runway and north of ARFF-4. Once we reached 34-R and W-C we could see the crash, because we were facing north and now knew that it was west of Keweenaw and down in the hole north of Arft-4. Followed in behind red-1 and red-2. Red-2 started fire knockdown from the 4:00 position (Right side behind the wing) red-1 took a position left of them at the 5:00 location. There was heavy fire at crash site. We took the 8:00 position to protect egress and to cover the fuselage with foam and suppress fire from under left wing. We had a large fuel fire to the left and front of left wing. Red-3 came around our left and started to extinguish fuel fire. I redirected them to the front of the aircraft and to concentrate their fire attack to the fuselage. We pulled a handline and I made entry through L-2 door (left rear). I extinguished interior fire at that location and made search of the cabin, found no one onboard.

Name

Rank

Assignment

Date

Lt. Ken Ramos

Lieutenant

ARFF-4-A

12-21-08

Denver Fire Department

REPORT OF INCIDENT ACTIONS

DIRECTIONS FOR USE

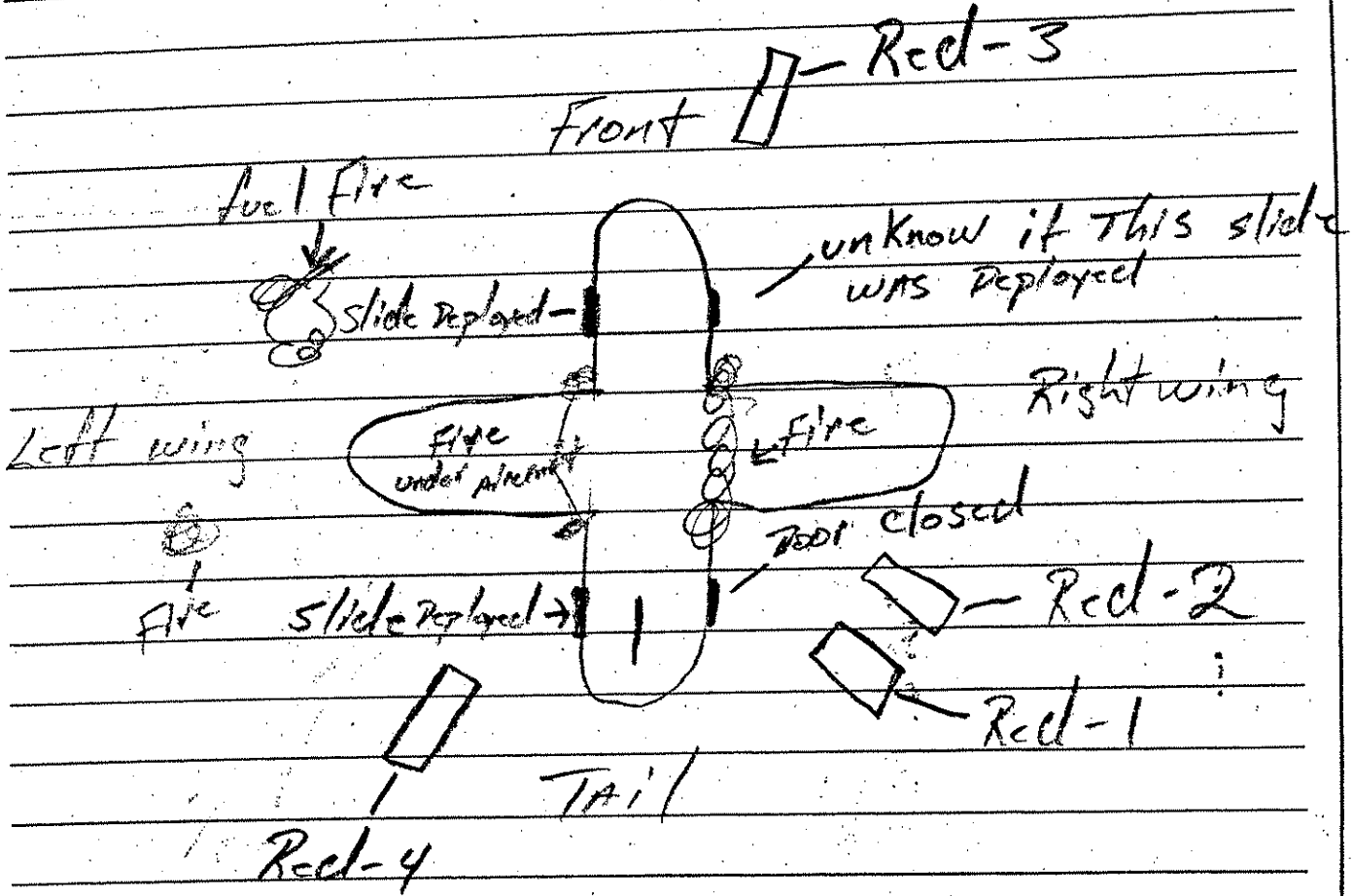
1. Submit white and yellow copies to EMS office
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Incident Number

Incident Time

Incident Location

Description of Incident, Error or Problem Encountered **PLEASE BE SPECIFIC**



Name

Kenneth Ramos

Rank

Lieutenant

Assignment

ARFF-4-A

Date

12-21-08

The incident involving Continental flight 1404:
Dec. 20, 2008

Sir,

At approximately 18:18 hours on Dec. 20, 2008 ARFF station 4 received an alarm via the crash net. The Tower stated there was a crash on runway 34R at WB. Lt. Ken Ramos and myself responded in F21, (a 3000gal. E_{one} ARFF vehicle). We left the firehouse and turned west on taxiway WC intending to proceed south on Delta taxiway to taxiway WB. Prior to reaching Delta we received a radio communication that this plane was on WC not WB. Upon hearing this we made a U turn and headed east on WC. While waiting at the hold bar for permission to enter runway 34R, we heard a radio transmission from Red Lead that the subject aircraft was at WB. Upon confirming that 34R was closed we headed south on the same. We could see the lights of the rigs south of our position. Prior to arriving at 34R and WB we heard another radio transmission that the plane was not at WB but north of WC. We made a U turn on 34R and headed north. About this time R1 and R2 were also starting north on 34R and we fell in behind them. Upon reaching 34R and WC we turned west on WC then turned north on Kewanee. That was the first time I could see the downed plane. I engaged the differential lock on F21 and we proceeded west off of Kewanee. Red 1 and Red 2 took up positions on the east or right-hand side of the aircraft, Red 4 located on the left side of the aircraft at approximately the 9:00 position. There was some fire under the left wing, in front of the left wing, at the front of the aircraft, and on the separated engine. We commenced to apply foam from the roof turret, hitting the fire areas and blanketing the fuselage. Both aircraft doors were open and both slides were deployed. Upon arriving I could see 5 or 6 people walking away from the plane. After knocking the fire on the left side we elected to pull our preconnect 1 ¾ line and make entry via the L2 door. I shut down the roof turret and while Lt. Ramos was donning his mask, I deployed the line from the left side of F21. I pulled the nozzle section to the plane and placed it on the end of the L2 escape slide. I then prepared to charge the line when Lt. Ramos was ready to enter. The line was charged and Lt. Ramos made entry into the plane. Shortly after his entry two firefighters arrived and assisted Lt. Ramos in making the attack. I returned to the rig to monitor pump operations and noticed the low water alarm was activated. I conveyed this information to Lt. Ramos and he informed fire command. At this point it appeared the fire was out and we had enough water for overhaul operation.

Prior the receiving the crash net alarm we heard nothing out of the ordinary in the firehouse. Upon our initial response we saw nothing to indicate we had a downed aircraft in the immediate vicinity of the firehouse. It was only after we were on Kewanee headed north that we saw the incident. We expended nearly our entire 3000 gal. water supply and 100 gals of AFFF. After 2 hours at the incident we returned to quarters to resupply our agent.

Respectfully Submitted,

Monty Ashliman
F71027
Red 4 Engineer
December 23, 2008

OFF ADRP/d
Responders



DENVER FIRE DEPARTMENT
INTERNAL CORRESPONDENCE

December 23, 2008

TO: Pat Hynes, Division Chief DIA
FROM: Steuart L. Rundle, Assistant Chief, District 5 *AR*
SUBJECT: STATEMENT OF ACTIONS AT CONTINENTAL 1404 CRASH SITE

Truck 2 and I (Chief 5) were the first off site DFD units to arrive at the Gate 1 staging location. We were immediately escorted to ARFF 4. I contacted Fire Ops (A/C Davis) and informed him that we were on scene. I asked him if T02 was needed at the crash site or at the EMS site inside of ARFF 4. He said to assign them to the EMS Branch and report to his command post located north of ARFF 4.

I reported to Chief Davis at his command car which was located behind ARFF 4 with a good view of the crash site. At this time it appeared that the fire was involving the plane was out as what appeared to be mostly steam was rising from the plane. I did hear one of the ARFF units report that there still were some hot spots underneath the plane. It appeared that the crew and passenger evacuation of the plane and crash site was complete. Chief Davis said that all the survivors were in ARFF 4. Chief Davis asked me to take command of the DFD EMS and Staging Branches.

By this time TR27 and E29 were on scene and I assigned them to the EMS Branch.

I entered ARFF4 where I saw first saw many uninjured survivors in the bay area. They were walking around and standing in groups talking. There were a couple of paramedics circulating around talking to them. When I entered the day room area I saw many patients being evaluated, treated, and packaged for transport. Things appeared to be well organized. I met with Capt. Glivar, the current DFD EMS Branch Supervisor, and discussed the situation. He felt that we currently had enough DFD resources assigned to the EMS Branch and that things were going well. I agreed and Capt. Glivar remained as the branch supervisor.

Additional DFD units had arrived in staging on the taxi way outside of ARFF 4. These were E27, Q10, E09, T09, Decon Unit, HM-1, E06 and R01. I told these crews to remain with their apparatus in staging. I informed Fire Ops and DFD dispatch that we now had enough personnel and equipment on scene for the moment and to hold all additional DFD resources at the Gate 1 staging area and to have them monitor DFD District Channel 5.

I went back into ARFF 4 to check on the situation there and things looked to be going well with patients being transported at a regular pace passing through a control paramedic at the exit door who was taking information on each one before they were loaded into an ambulance.

Shift Commander Garrod was in the kitchen working on the command status board and I helped him get the staging information up to date.

We got word from Capt. Glivar that additional backboards and c-collars were needed and Chief Garrod had the staged companies bring all they had up to ARFF 4. I told these crews to return to staging once they were done delivering the requested equipment.

Once most of the patients had been transported I met with Capt. Glivar and it was decided that we could begin releasing some of the DFD units that were in staging. Fire Ops and was informed and all DFD units staged off site at Gate 1 were released. I informed the units staged on scene that some of them would be released as soon as escort could be arranged. I talked to a representative in a DIA Ops vehicle and he said he would find an escort.

At about this time I noticed that some passenger transport buses had arrived in the staging area on the taxi way. I started making arrangements to bring the buses to ARFF 4 to begin transporting the uninjured people to the terminal. This took some time as the apron area in front of ARFF 4 had been blocked off with cones and barrier tape.

When I reentered ARFF 4 the final patients were being transported and it looked like we could begin moving the uninjured. Fire Ops was informed of this and that it appeared that we had adequate resources to conduct the operation. I was told that they would need a count of the number of people loaded onto the buses.

I was informed by the units in staging that an escort was available and after talking to Fire Ops all the staged DFD units with the exception of E06 and R01 were released from the scene.

Once the road (Kewaunee St.?) was opened to allow access the buses were able to pull up in front of the bay doors of ARFF 4. Capt. Martin (T02) was placed at the exit door and told to count the people as they were being loaded onto the buses. Once on a bus they were also counted and given instructions by DIA personnel. I believe 3 buses were used to complete the transport to the terminal.

After the count was relayed to Fire Ops information came back that the count was 2 short of what it should have been. It sounded like both were children. Fire Ops ordered an additional sweep of the crash site by ARFF personnel to make sure that there were no remaining victims. It was discussed that most likely the miscount was due to the children being covered with blankets as they were carried by their parents to the bus.

After the sweep was negative the two remaining DFD units in staging were released.

I met with Chief Davis at the command van and discussed with him what off site DFD units would need to be held on scene. It was decided that only T02 would remain to help with ARFF crew relief.

At approximately 2100hrs T27, E29, and I (Chief 5) were released and escorted back to Gate 1.

[Redacted signature]

12/23/08



DENVER FIRE DEPARTMENT
INTERNAL CORRESPONDENCE

December 20th, 2008

TO:

THROUGH:

FROM: Timothy Battenhouse, Lieutenant, D07B

SUBJECT: **INCIDENT RESPONSE #08-93931**

On December 20th, 2008, I was assigned as the TR27 officer for that shift. TR27 was dispatched to DIA Runway 34R on a report of a plane crash. When TR27 reached DIA station 1, we were escorted by DIA personnel to DIA Station #4. When we arrived, my crew was assigned to the EMS group and assisted with medical treatment of multiple patients who had been brought to the station. We assisted with a variety of injuries, including back injuries, extremity injuries, superficial cuts and scrapes, as well as some patients experiencing difficulty breathing, who required oxygen administration. Many patients required spinal immobilization as well. We were eventually released by Chief Rundle (District 5 Assistant Chief) and returned via escort from the airfield, and went available with Denver Fire Dispatch.

TRB/trb

TR27



DENVER FIRE DEPARTMENT
INTERNAL CORRESPONDENCE

December 20th, 2008

TO:

THROUGH:

FROM: John Baird, Firefighter, TR27A

SUBJECT: **INCIDENT RESPONSE #08-93931**

On December 20th, 2008, TR27 was dispatched to DIA Runway 34R on a report of a plane crash. When TR27 reached DIA station 1, we were escorted by DIA personnel to DIA Station #4. When we arrived, my crew was assigned to the EMS group and assisted with medical treatment of multiple patients who had been brought to the station. We assisted with a variety of injuries, including back injuries, extremity injuries, superficial cuts and scrapes, as well as some patients experiencing difficulty breathing, who required oxygen administration. Many patients required spinal immobilization as well. We were eventually released by Chief Rundle (District 5 Assistant Chief) and returned via escort from the airfield, and went available with Denver Fire Dispatch.

MCK/mck



Dec. 20, 2008



DENVER FIRE DEPARTMENT
INTERNAL CORRESPONDENCE

December 20th, 2008

TO:

THROUGH:

FROM: Matt Kasson, Firefighter, TR27A [REDACTED] 12/20/08

SUBJECT: **INCIDENT RESPONSE #08-93931**

On December 20th, 2008, TR27 was dispatched to DIA Runway 34R on a report of a plane crash. When TR27 reached DIA station 1, we were escorted by DIA personnel to DIA Station #4. When we arrived, my crew was assigned to the EMS group and assisted with medical treatment of multiple patients who had been brought to the station. We assisted with a variety of injuries, including back injuries, extremity injuries, superficial cuts and scrapes, as well as some patients experiencing difficulty breathing, who required oxygen administration. Many patients required spinal immobilization as well. We were eventually released by Chief Rundle (District 5 Assistant Chief) and returned via escort from the airfield, and went available with Denver Fire Dispatch.

MCK/mck



DENVER FIRE DEPARTMENT
INTERNAL CORRESPONDENCE

December 20th, 2008

TO:

THROUGH:

FROM: Jason Thompson, Engineer, TR27A

SUBJECT: **INCIDENT RESPONSE #08-93931**

On December 20th, 2008, I was assigned as the TR27 engineer for that shift. TR27 was dispatched to DIA Runway 34R on a report of a plane crash. When TR27 reached DIA station 1, we were escorted by DIA personnel to DIA Station #4. When we arrived, my crew was assigned to the EMS group and assisted with medical treatment of multiple patients who had been brought to the station. We assisted with a variety of injuries, including back injuries, extremity injuries, superficial cuts and scrapes, as well as some patients experiencing difficulty breathing, who required oxygen administration. Many patients required spinal immobilization as well. We were eventually released by Chief Rundle (District 5 Assistant Chief) and returned via escort from the airfield, and went available with Denver Fire Dispatch.

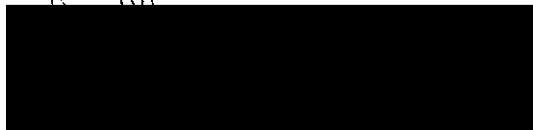
MCK/mck



12/23/08

On 12/20/2008 Truck 02 responded to the report of a plane crash at DIA upon arrival T02 and Chief 05 were escorted to fire station # 4. When we arrived at the station we were told to report inside fire station # 4 and assist with EMS. I reported to the station captain and was told to have my crew assist with patient assessment and care. We helped put passengers on backboards, assisted with oxygen and helped paramedics get patients ready for transport. After this assignment T02 assisted DHP with the walking wounded as they were waiting for bus transportation.

T02 also relieved fire companies at the crash site until picked up by Red Chief and put back in service.



Captain T02

12-22-08

T02

FF C. Cordova T2B
was working a truck and
has not yet done a statement

12/21/2008

To Whom It May Concern,

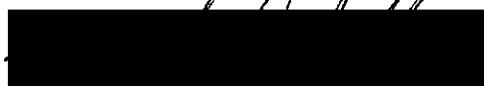
On December 20 2008, I was the assigned engineer on Truck 2 of the Denver Fire Dept. On this date we were dispatched to Denver International Airport on the report of a small airplane crashing on the airfield. Upon our arrival to the airport we were escorted to Station 4. At that time I assisted in the care of several injured passengers. I then secured one of the firehouse exits to ensure that all passengers exited through the assigned area so that they would be included in the passenger count. Once all of the passengers exited the firehouse I, along with the other members of truck 2 remained at station 4 to relieve any fire crews on the scene as needed.

Sincerely,

Vaughn Henderson

Statement of FF-1 Michael Jeffries, DFD Truck-2

Our crew was sent to ARFF-4 to assist with treating and loading of about 35 injured passengers. This took about an hour. As a crew we got sent to replace one of the ARFF crews so they could rehab. We stayed at the crash site for about 90 minutes, then went back to ARFF-4 and got released back in service at about 2300 hrs.

 *Michael Jeffries*

12/20/2008

LT. Eric Wethington
E-29
F-85011

ON the evening of December 20, 2008 at 18:21 E-29 was dispatched to DIA on a reported AIRPLANE CRASH. Upon arrival at gate 1 E-29 was escorted to AIRPORT Station #4 by DIA OPERATIONS.

E-29 was assigned by Command to assist with EMS OPERATIONS at DIA Station 4. E-29 personnel performed multiple EMS tasks which included but not limited to: Triage, Immobilization, O₂ therapy, bandaging, vitals, and loading patients onto Ambulances for a number of patients.

Once all the patients were loaded E-29 assisted with loading the un injured passengers onto buses. Command then released E-29 back to Station 29.

LT. Eric Wethington
[REDACTED]

Eng NORVAL B MASSEY
F 77013

12-20-08

We responded to Airplane Crash. went to
gate by STATION 31 - were held in by DIA
operations TO STATION 4 DIA.

There we were told to do EMS &
did THAT until released to go back
TO STATION 29.



F.F. Steve Quintans

F75033 E-29 A

12/20/08 - incident # 0093931

Assisted with E.M.S. at
Sta # 4 DIA Fov, incident # 0093931



12/20/08

E29 Dispatched and responded to plane crash at DIA. Arrived at STA. 31 AND was escorted to DIA STA 4 by DIA operators. On arrival E29 was directed to assist BH Medics ^{MAN} ~~MAN~~ with EMS & Triage. Multiple patients were treated, backboarded and loaded into ambulances. E29 performed EMS until released from incident.

Michael A. Vazquez


E08012 E29-A

Statement of events on swing shift 20 Dec 08
Prepared by Ops 7 Craig Durrant

At approximately 1818L on Sat, 20 Dec the FAA tower activated the crash net informing that an aircraft had departed runway 34R. All ops personnel immediately left the North field office to perform their specific preassigned duties. The tower then reactivated the crash net to clarify the actual rwy involved. I had the Ops 7 radio at the time and copied the info from the comm. center and then reiterated to them the incident was a red alert. Then I confirmed with the FAA tower that rwy 34R was closed. I then informed ARFF Red Lead of same. Next I crossed rwy 34R to visually ascertain the incident site. Darkness had set in and it was difficult to see. The FAA tower provided good instructions to find the site to all responders. I first saw the black smoke and then the yellow orange glow of the flames as I got closer to the site. I knew it would be important to have a view of the incident site to exercise command as the event unfolded. I noticed the ARFF units responding from the South (ARFF station 1?) had turned around and were South bound on 16L. Tower noticed the same thing and jumped on the Ops 1 frequency first. I assured the tower I would communicate the location to the ARFF units and have them turn around which I did. The West airfield was then verbally closed with the tower by myself and the same was relayed to the EOC. By this time the ARFF units were on site and engaged in knocking down the fire under the direction of Red Chief who was serving as fire command. I had also obtained the aircraft type and who it belonged to. That info was passed to the EOC by myself. The initial staging area was determined to be twy WC West of ARFF station 4 and twy D. As requests came in that resources had staged at or near gate 1, I relayed to each the location of the staging area. A request was passed on by myself to ensure the paramedics would respond to the site in a timely manner. I spoke with Red Chief about same and he concurred with my action. I contacted the tower supervisor by telephone and instructed them to restrict the airport airspace. This was specifically done for the local news helicopters that I expected at any time. Ops 5 was asked to escort the mobile command post from ARFF 1 closer to twy WC and then we would determine exactly where we would set it up. I spoke to Ops 5 Perez about the command post location and we decided to move it from the West shoulder of rwy 34R to the East shoulder of twy D just North of twy WC. This location was determined to be too far away so the command post was moved by me to twy WC (North shoulder) at the intersection of Keuwanee. Both Red Chief Davis, who was also incident fire command, and I had agreed this would be a better location.

NOTE: I did call for annex Q over Ops 1 but I don't remember the exact time I called for it so I can't put it in a specific sequence.

I asked Maint 13 and the two Continental folks who were in the command post before it was moved to the final location to relocate and explained why it would be moved. I gave Bob Van Dyke from Continental a ride with me from twy D to ARFF 4. Bob left me and said he was going to check on the passengers and crew who were in the station bay. During this time, several ops personnel called and checked in on the radio who had come back to the airport on their own once the initial alarm point notification was sent by Ops 6 Hawkins and the comm. 22. Having the extra ops people here proved to be invaluable as they were immediately put to work in the EOC or on the airfield helping with escorts or other tasks. My scheduled relief Andy Cardenas had made his way to twy WC and met up with me there. I asked for a briefing to assume the Ops 7 role and incident command. Andy and I finished our briefing and he told the comm. center he would take over as Ops 7. A question came up about whether or not we had a staging manager for the twy WC area which we did not and we delegated that task to be done. The command post was then open and ready for use at the final location so we moved, along with Red Chief inside the command post with Ops 7 Cardenas. I remained in or near the EOC after

this and spoke with John Kinney, Kim Day, Dan Sprinkle, Bob Van Dyke, and the FAA investigators about the events I had witnessed. What I told them was the same as the statement above. I also assisted in several escorts from the site to gate 1 including Continental airlines personnel and Fire Chief Nick Nuanes and his party.

To the very best of my recollection this is an accurate statement of facts as to the events of 20 Dec 08 that I had a direct role in.

Respectfully,

A large black rectangular redaction box covering the signature of the sender.

Aviation Operations Manager

Chris Muncy
Assistant Operations Manager
Airport Operations / Terminal Operations
Written 1348L on December 21, 2008

I began my shift in terminal operations at 0845L on December 20, 2008. Throughout the day I functioned under the terminal 5 and later terminal 4 call sign and responded to incidents unrelated to the aircraft accident. Upon hearing of the crash net activation and red alert declaration, I quickly went to the terminal operations office to meet with my on-duty partner AAOM, Marc Verdicchio. I then pulled up camera 596, west ATC tower, to attempt to find the crash location. I followed the ARFF trucks as they searched the runway and then upon hearing that the accident location was on WC TWY, turned the camera that way and found the aircraft. I then contacted OPS6/Hawkins in the EOC and advised him that Marc and me were available for escorts or EOC duty and that we have two vehicles. OPS6 (deputy IC) advised that he would like one of us to respond to the EOC and the other will remain available for escorts. Marc V. responded to the EOC and assumed the position of Planning Section Chief. Several minutes later I overheard on the radio that it was a Continental aircraft. I left the terminal operations office and went to the Continental ticket counter. I advised the three Continental agents working at the counter that their aircraft has reportedly gone off the runway and that we have emergency personnel on-scene. I advised that a Continental representative was needed in the EOC. I then escorted one of the agents to the EOC and advised the Deputy IC. I then met with Marc and we both assisted with logging incident events/timeline for several minutes. It was then decided that Marc would go down to the terminal and function as the terminal branch director, primarily overseeing family assistance in coordination with Continental. It was determined that activation of the DIA Incident Management Assistance Team (IMAT) was not needed at this time. I then took over as the Planning Section Chief. I advised Comm 22 that we need an IT rep to respond to the EOC – one computer was not functioning.

Comm Center later provided two AORs to assist with documentation unit. Throughout the incident I ensured that personnel were signing-in as they came into the EOC and inquired with all divisions present if they had any future resource needs or requests. I attempted to maintain an accurate representation of the command structure for the incident. I continued to receive situational updates from the operations section (DPD and DFD) and provided that information to the documentation unit to be properly logged. Jason Taussig provided me with a completed ICS 201 for the incident with numerous copies for the different sections and command staff. I then began working on the ICS 202, identifying several incident objectives in coordination with the Deputy IC and the ops section chief/DFD Chief Hynes. I also worked as the deputy terminal branch director assisting Marc Verdicchio with family assistance coordination with Continental Airlines (who had a supervisor/manager in the EOC). Upon arrival of Steve Hennigan in the EOC I asked him to take over this position from me. Upon the arrival of Andrew Southard in the EOC I requested that he assist me with the ICS forms.

The only significant requests that I received were:

- DPD to be posted at the entrance to the BA lounge, city conference room, and Continental ticket counter. – Coordinated with DPD Captain.
- HSS to be posted at the entrance to a-bridge, the Continental ticket counter, and the BA lounge entrance. At the initial start of the event I also requested a HSS guard be posted at the AOB level 6 area to provide access only for the second Continental representative that was responding – request was received from the first Continental representative that I brought up. – coordinated with CAISS for AOB guard and coordinated with HSS/Good for other guards.
- DPD requested 3 busses respond to the scene with water and snacks to provide a rehab area for approx 50 responders – coordinated with logistics. Logistics advised that 300 bottles of water were en-route. I advised them send 200 bottles to scene/rehab and 100 to EOC.
- CO requested contacts for aircraft removal equipment and queried airlines for family assistance resources that would be available for use by Continental. Advised Jason Taussig who was assisting in the resource unit – Jason advised UA had response teams in San Francisco and Chicago. I advised Jason Taussig. John Kinney advised that we normally use Duff recovery/cranes. I advised the logistics section and Continental. Logistics section made initial call to Duff to provide them with Continental contacts as requested by Continental.

At approximately 0030L I transferred the Planning Section Chief to Andrew Southard while a relief person was found to fill that role for Andrew. Andrew and I reviewed ICS 202 and ICS 209 among other forms.

Incident: RWY 34R Red Alert - December 20, 2008

Submitted by: W. Jason Perez/OPS 5 at 2215L on 12/20/2008

Summary:

While finishing paperwork at the North Office around 1845L, I overheard the CrashNet activate. The Tower reported that a crash had occurred on RWY 34R at WB TWY. OPS 7, several AAOMs and myself immediately left the North Office. Upon opening the garage bay doors, the smell of smoke was quite evident. OPS 7 was the first person to arrive at the scene and indicated that the aircraft accident was actually located north of WC TWY. I queried OPS 7 about closing the west airfield (at a minimum) and offered to handle that with the FAA Tower. I called the Tower supervisor on the phone and said that we needed to close the west airfield immediately in order to begin emergency response to the incident scene. While this was happening, DFD units were already responding. I advised the EOC that the west airfield was closed and that I would meet the paramedics at CN and Oak Hill in order to escort them to the scene. While enroute, I drove the south end of 16L/34 and did not observe any immediate discrepancies or contamination. Within two minutes, I escorted the first paramedic to ARFF 4 along with additional fire equipment. I noticed that passengers were already at ARFF 4 and were congregating in the parking lot. I asked them to remain in the ARFF 4 vehicle bay for their safety as well as to remain clear of responding equipment. OPS 12/Weber arrived and I asked her to continue controlling the passengers while I returned to CN and Oak Hill for more responders. Afterwards, I responded to ARFF 1 to pick up the Mobile Command Post. I escorted it to the incident. We had some difficulty finding a suitable location in which to park it because of the winds and the amount of snow on the edges of 16L/34R. I ultimately decided to park it on the east edge of D TWY so that it would be positioned upwind and in clear view of the incident. Once parked, I made further inspections of 16L/34R at approximately 1914L. The runway was entirely clear of any debris or contaminants. I noticed two main gear tire tracks/skid marks veering west of the centerline approximately 2,000 feet from the departure end of 34R. The skid marks continued veering west and ultimately exited the left side of the runway just south of the 9,000 feet distance remaining sign. The tire tracks continued through the grass in a northwest direction and then crossed across WC TWY and then down the hill abeam ARFF 4. I made four passes of the runway from the departure end to WC TWY and did not notice any debris whatsoever. As a backup, we conducted a dry CFME (Continuous Friction Measuring Equipment) test. This would best determine the friction coefficient of the runway. OPS 11 conducted the test from the departure end of 34R to TWY WC. The results of the test confirmed our extensive visual inspection by indicating a friction value of 1.066 Mu for the affected area. We printed out several copies of the CFME friction report and presented them to the EOC and the Mobile Command Post. Once complete with that, I took several pictures of the incident area. After this was complete, I worked with the Ramp Tower, HSS guards and the EOC to close AS TWY between Gates A36 and A42 in order to accommodate the unloading of passengers on the A Concourse. OPS 29/Steffl, OPS 12 and OPS 9/Knox assisted with the unloading and counting of passengers. After this, I returned to the Mobile Command Post as an available resource. Command/Cardenas said that he did not have any immediate needs for me. I was then instructed to report the 10th floor of the Airport Office building to complete this statement.



12-20-2008

22536

5B 5a

Incident: RWY 34R Red Alert- 12-20-2008
Submitted by Marc Verdicchio Terminal 4 at 1900L- 12-20-2008

Summary:

While working in the Document check area of the FIS facility assisting Customs and Border Patrol I was informed of the Red Alert via the radio, after copying the incident to the Communication Center. I reported to the Emergency Operation Center to assist the Incident Commander. Terminal 5 Chris Muncy then arrived in the EOC and I changed roles as the head of the Terminal branch. I quickly established the old Press room as a staging area for friends and family of the passengers. I then requested Denver Police to keep media away from the area and had HSS guards staged at the Continental counter and the bridge to help direct the friends and family to the old press room. I then assisted in escorting family members to the USO club on the A-Concourse. Once all family and friends have arrived and escorted to the A-Concourse. I checked in with all airlines to see what type of diversions, delays and cancellations they had for the evening to try and establish an approximate number of passengers that might be spending the night at the Airport. Per Terminal 2 John Smithwick I reported to USO and helped to coordinate the passengers onto the bus on the ramp level of the A-Concourse once that was complete I was released from duty per T2 John Smithwick.

Eyewitness account of crash of CO 1404 on 12/20/2008 by Richard DenBleyker,
Assistant Aviation Operations Manager.

While in the north Airport Operations office, the crashnet activated and reported a crash at WB. Along with the others in the office, I ran to my vehicle and proceeded onto the west airfield. An update was subsequently issued reporting that the aircraft was at WC. After hearing that RY 34R was closed, I proceeded northbound on runway 34R, passing a fire truck that was headed south.

Ops 7 reported that he had spotted the crash scene and advised the fire units to proceed north. Travelling north on 34R, I spotted tire skid marks and tracks trailing off to the west. I turned west on taxiway WC then north on Kewanee Street and took up position on the hill next to firehouse 4 overlooking the accident scene. I spotted several passengers standing next to the fire station and others being helped away from the aircraft.

DFD Chief took up position next to the firehouse as well and began directing fire response. One ARFF rig immediately began applying foam on the east side of the aircraft with a second truck began positioning itself around the tail of the aircraft heading to the west side (applying foam in the process).

I then proceeded to Gate 1 to establish a response route and set up for escorts. As a decision was made to allow the use of runway 7/25, I closed Apron Location Point (ALP) 1W with the ramp tower and had the FAA Ground Control move a Q400 aircraft from that location.

I advised Gate 1 to be ready for multiple emergency response vehicles and with the help of Ops 9, 11, and 12 escorted numerous off-airport emergency response vehicles to the staging area on Taxiway WC.

[REDACTED]

Richard DenBleyker
Assistant Aviation Operations Manager

Red Alert 12/20/2008

I was doing a lighting inspection on the west airfield when I heard from ATCT on 135.30 that an aircraft went off of runway 34R. I was on taxiway B and taxiway G intersection when I got the call from tower. Tower told me the west airfield was closed and I proceed north on taxiway B4 to find the aircraft. When I reached the intersection of taxiway F and taxiway WB I could see the black smoke north of ARFF 4. At that point I could see multiple ops truck in the vicinity of the smoke so I turned around and head toward gate 1. On the way to gate 1 I call maintenance control and asked for 4 busses to meet me in the dirt lot.

While staged in the dirt lot I heard the aircraft that crashed was a 737 so I called maintenance control and asked for 3 more buses. Once there were 4 buses in the lot I notified Ops 7 and asked him if he wanted me to bring them out. He said I did not need the buses now so I started escorting off airport fire trucks to ARFF 4 via taxiway WA, D, WC. I started off escorting fire trucks then when the ambulances arrived I escorted them. For the duration the accident I escorted ambulances from gate 1 to ARFF 4 and back to gate 1. Once the final ambulance went through gate 1 I helped out with the buss escort to the A concourse. Then I was on standby.


Brett Knox
AAOM

Ops 11 Michael Weisberg was at the North Operations Field Office when Crashnet was activated. I responded to Gate #1 to stand-by and provide escorts to responding personnel. Throughout the course of the incident I provided escorts for Emergency personnel, Continental maintenance/supervisors, and buses that transported passengers from A concourse out Gate #1. My interaction with passengers was limited to directing them onto the bus. I also conducted the Runway Friction Testing (RFT) run on 34R after Ops 5 had visually inspected the runway. The RFT run was conducted from Runway 34R threshold to Taxiway WC on the Dry Run setting per Ops 5 instructions. I witnessed no contamination on the runway other than the location that the aircraft departed the pavement. It appeared that snow was blown onto the runway as the aircraft departed the pavement.



12/21/08

December 21, 2008
0035L


Statement of activity during the Continental Airlines incident at Denver International Airport.

I was on my way home from shopping when several emergency vehicles passed me on I225 enroute to the airport.

I called into the Comm Ctr and was advised an incident had occurred but did not inquire as to what had happened. I told the Comm operator to go back to work. I then contacted the EOC and was informed by AOM Wendell Hawkins that an aircraft had slid off a runway. I asked if any help was needed and he requested I respond ASAP. I advised my ETA would be 30 to 45 minutes.

I arrived at approximately 1850-1900L and assumed the role of the ICS Liaison Officer. I began coordinating activities within the ICS structure in the EOC and assisting the Deputy I.C. Wendell Hawkins with the incident response.

During the event I kept hand written notes which were turned over to the EOC scribe. My principle contacts during the event were with the NTSB, DFD Chief Ryan, DPD Capt Gallagher, the Deputy IC, and Command at the site.


12/21/08

Went back to the WA pad and relieved Andrew Southard and took the remaining buses outside the gate to the staging area. Went back to ARFF 4, ran into Perez again he asked if I could take some pictures with the cps 7 camera if I wasn't doing something else. At the time, I was not doing anything so I went to the runway and took some pictures. The camera did not work well in the cold and dark. Then walked down towards the plane and took some pictures but since the FF's were still there walking around I did not get that close or walk all the way around the plane. Then I continued doing escorts throughout the night, and eventually gave the cps 7 camera to Rick Denblenker.

████████████████████

Red Alert 34R - Teresa Weber 12/20/08

I was at the British Airways gate - A37 observing the activity as we do everyday. The call came over the radio of a plane crash, so I left the area and headed to gate 1. Two ambulances arrived at gate 1 so I escorted them to ARFF#4 via WA and Delta to WC/D since they just announced that would be the staging area. I confirmed with Ops 8 that I could drive on the west airfield, he stated ~~the~~ the west side was closed. EOC then stated for me to take the ambulances right to ARFF#4. After that Perez asked if I could watch or stand guard at the fire house to make sure the passengers stayed inside the building. I did that till a few DPD officers arrived and had them stand guard. Then proceeded to Gate 1 for more escorts and was told to take the buses to ARFF#4. Seven busses were in staging and after I got inside the gate, (gate 1), Ops 7 stated they only wanted 4 busses to ARFF#4. Therefore pulled into WA pad and left 3 busses there with Andrew Southard. He had 2 Continental reps, so they got in my car and I escorted the 4 busses to ARFF#4. Continental reps proceeded ~~to the~~ inside ARFF#4. Stephan - the chief medic asked me where the mobile command post was since he needed to be there. We spotted it on WC/D and I escorted him there. Then I escorted a Cont. mx rep back to the Cont. hangar. ~~10/10~~ 66

STATEMENT: WENDELL HAWKINS

RED ALERT – 20 DEC 2008 – CONTINENTAL FLT 1404

I heard CRASHNET activate and the controller stated that there was a crash on RWY 34R @ Twy-WB. The tower then corrected the location to indicate RWY 34R @ Twy-WC. Both Communication Centers were instructed to begin RED ALERT notifications. EOC was immediately activated. Calls were made to Steve Lee, Dan Sprinkle and Jackie Yaft with the information that was available at the time: "Continental 737 crashed on Rwy 34R. There was fire and smoke. All aircraft occupants exited the aircraft and there were no fatalities." It wasn't known at this time if the aircraft was departing or arriving. From this point on I just started working the incident and logging events until help arrived. All OPS personnel that initially called the EOC were instructed report to the airport for the RED ALERT.



Statement: Alvin Lorenzo

Red Alert Continental Airlines Flight 1404

I reported to work at 05:30 and stayed until 17:30 working on another issues unrelated to the accident. I received the initial alarm point notification around 18:18 and immediately prepared to return to work. I arrived back to DIA around 19:20 and checked in with the EOC and the Incident Command Post and was responsible for escorting members of the FAA, Airport 1 and other entities. I left the airport around 21:30.

