



SURVIVAL FACTORS ATTACHMENT

NLVFD Responder Interview

North Las Vegas, Nevada

HWY22FH004

(33 pages)

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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FATAL CAR ACCIDENT IN *

NORTH LAS VEGAS, NEVADA *

Accident No.: HWY22FH004

ON JANUARY 29, 2022 *

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Interview of: North Las Vegas Fire Department
First Responders

Las Vegas, Nevada

Thursday,
February 3, 2021

APPEARANCES:

THOMAS BARTH, Investigator
National Transportation Safety Board

ELLEN LEE, Investigator
National Transportation Safety Board

I N D E X

ITEM

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By Mr. Barth

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I N T E R V I E W

INTERVIEW OF NORTH LAS VEGAS FIRE DEPARTMENT RESPONDERS

BY MR. BARTH:

MR. BARTH: Okay, so this is the North Las Vegas Fire Department on February 3rd, interview with the Fire Department responders. So, why don't we go ahead and start with the initial incident investigator. Tell me your name, your position, the unit you're on, and then, you know, like, what happened.

CAPT POLK: Okay, my name is Gary Polk, I'm the captain of Engine 50. We were the original engine I think dispatched originally with Truck 52 and (indiscernible).

CHIEF CAMPBELL: The initial dispatch was you guys and Rescue 55.

CAPT POLK: Oh, that was it.

CHIEF CAMPBELL: Yeah, because the dispatch called me.

CAPT POLK: Well, there you go. So --

MR. BARTH: So, wait, just to clarify that, so you were on Rescue 55?

CAPT POLK: No --

CHIEF CAMPBELL: Engine 50.

CAPT POLK: I was Engine 50, but we -- the original response was Rescue 55 and I think a Medic West unit or was it --

CHIEF CAMPBELL: Yeah.

CAPT POLK: I think a Medic West unit as well.

MR. BARTH: Okay, so the first unit on scene was the

1 Rescue --

2 CAPT POLK: No, it was Engine 50.

3 MR. BARTH: Oh, but the first unit dispatched was Rescue --

4 CHIEF CAMPBELL: So, the -- yeah, the two -- there was
5 actually the initial dispatch -- I'll just clarify this before we
6 go on.

7 MR. BARTH: Yeah, no problem.

8 CHIEF CAMPBELL: So, the initial dispatch was Engine 50 and
9 Rescue 55 from the North Las Vegas Fire Department and then Medic
10 West ambulance unit. The dispatch changed shortly after they were
11 dispatched because the dispatcher called me at Battalion 5 to
12 inform me that they were going on a vehicle accident with possibly
13 five people that had been ejected. So, our protocol is that we
14 usually would be -- the battalion chief would be added to that
15 anyways. But for some reason, you know, just the way the dispatch
16 came in, it didn't happen. But -- so, I added myself and Truck 52
17 for extraction and --

18 MR. BARTH: And just for the clarity of the recording --

19 CHIEF CAMPBELL: Battalion Chief Campbell.

20 MR. BARTH: Yeah, Battalion Chief Campbell was just speaking.
21 Okay, great, thank you.

22 CAPT POLK: So, you alluded to it earlier, but to kind of
23 fast forward a little bit, there wasn't -- as chaotic as the
24 incident was in the beginning, there wasn't a lot to do. I mean,
25 truthfully, as you indicated, most of the -- they were deceased.

1 So, anyway, so when I pulled up, you could see there was a number
2 of cars parked on the roadway, of course, that were, like,
3 witnesses or (indiscernible). But when we pulled up, there was a
4 car in the middle of the intersection, a gold vehicle, and then
5 there were three cars in the vacant field to the northeast of the
6 intersection. And what I could see initially, I could see there
7 was one child -- one pediatric patient in the roadway where CPR
8 was being performed on that child. So, I did my brief, initial
9 report.

10 MR. BARTH: And where was that child that was being --

11 CAPT POLK: The child was in -- on the -- in the westbound
12 lane of Cheyenne (ph.), east of the intersection.

13 MR. BARTH: Okay, yeah, because there were three children
14 ejected, one was in the roadway, one was on the sidewalk, and one
15 was off the roadway.

16 CAPT POLK: Right, that's correct.

17 MR. BARTH: And so, the one that was being treated was the
18 one in the roadway?

19 CAPT POLK: Actually in the roadway, right.

20 MR. BARTH: Okay, good.

21 CAPT POLK: And that's -- so, that's the initial patient that
22 I saw. So, just brief initial report, established command, I
23 immediately called for a couple of additional units so we'd have a
24 total of four and --

25 MR. BARTH: Called for additional -- what kind of units?

1 CAPT POLK: Transport units.

2 MR. BARTH: EMS?

3 CAPT POLK: That's right -- yeah, I think that's what I said.
4 I didn't care whether they were rescues or medic -- ambulances,
5 but I called for two additional transport units.

6 MR. BARTH: Okay.

7 CAPT POLK: And then established command and then stated that
8 Engine 50 was going to be initiating triage. So, once we parked
9 the vehicle, my engineer went straight to the patient in the
10 roadway where CPR was being performed and then Paramedic Poliku
11 initiated triage with my other fireman who was Fireman Landes
12 (ph.). So, they initially did -- started triage and I was getting
13 reports back from --

14 MR. BARTH: Can you just repeat who was it that started
15 triage?

16 CAPT POLK: Paramedic Poliku.

17 MR. BARTH: And he's from which unit?

18 CAPT POLK: He was on Engine 50.

19 CHIEF CAMPBELL: Engine 50 as well.

20 MR. BARTH: Engine 50, got it, okay. Thanks.

21 CAPT POLK: And he had Fire Fighter Landes with him
22 performing triage. So, what I could see once we got out -- I
23 could see that there was obviously -- the child in the roadway was
24 obviously supine, there was a child on the sidewalk who was in the
25 prone position. There was a female -- I would say a 40-ish-year-

1 old female in the prone position outside of a white vehicle that
2 was off the roadway, and then there was a child that appeared to
3 be a teenage or young adult -- turned out to be a teenager in
4 front of the minivan supine in the fetal. So, there were a total
5 of four people outside their vehicles. Now, the woman did not
6 turn out to be ejected, she self-extricated and was prone.

7 MR. BARTH: And she -- so, when you say a white vehicle, it
8 wasn't the same -- it wasn't the minivan?

9 CAPT POLK: She got collected somehow in the accident.

10 CHIEF CAMPBELL: Okay, it was the Ford Fusion.

11 MR. BARTH: Yeah, okay, that makes sense.

12 CAPT POLK: Yeah, and then in surveying, the gold vehicle had
13 no occupants in it at the time. I hadn't made contact, I wasn't
14 sure where they were at, if they were out of the vehicle.

15 MR. BARTH: And that's the Malibu just for the recording?

16 CAPT POLK: Correct. It was in the middle of the
17 intersection, correct.

18 MR. BARTH: Okay, and then so at this point, what other units
19 had arrived? None at this time?

20 CAPT POLK: Well, a medic -- one ambulance, a Medic West unit
21 had arrived and that patient in the roadway was picked up and
22 taken to that ambulance, but they determined that the patient was
23 deceased, so they did not transport, they waited on scene for the
24 coroner.

25 MR. BARTH: Okay.

1 CAPT POLK: I think that's about the time Battalion 5
2 arrived -- as Battalion 5 anyway.

3 CHIEF CAMPBELL: Yeah.

4 CAPT POLK: So, Chief Campbell arrived and assumed command
5 and then we were assigned triage, Engine 50.

6 MR. BARTH: Okay.

7 CAPT POLK: Then the next ambulance arrived. Myself
8 and -- well, in the meantime, I'm getting updates. I think at
9 this time -- probably by this time, we were maybe up to four or
10 five 419's or deceased. I was getting updates from Poliku on how
11 many deceased we had just trying to determine, you know, how many
12 actual patients we needed to work on. We actually didn't have
13 very many, of course, because we only had one that actually
14 survived the event. So, he was giving me updates on it and I kept
15 passing those on until --

16 I can't remember where it was when you actually arrived.
17 Maybe at the 5 or --

18 CHIEF CAMPBELL: Yeah, I arrived right about 4:05.

19 CAPT POLK: 4:05, okay.

20 CHIEF CAMPBELL: As I was pulling in, Engineer Hughes (ph.)
21 at just picked up the five-year-old and was carrying him to the
22 ambulance right as I was pulling in. Shortly thereafter, he
23 went --

24 CAPT POLK: Hughes and I all rolled the patient on the
25 sidewalk, and put a collar on him, and then he took him and my

1 engineer road in with the ambulance company with the -- which
2 turned out to be a ten-year-old.

3 CHIEF CAMPBELL: Yeah, and that ambulance was following me
4 into the scene.

5 CAPT POLK: Okay.

6 CHIEF CAMPBELL: So, they -- I'm sorry --

7 MR. BARTH: Well, just to clarify that, so the -- a different
8 child than the one that was in the roadway, the child that was on
9 the sidewalk --

10 CAPT POLK: Now we're talking about the one on the sidewalk,
11 correct.

12 MR. BARTH: So, that child was the -- was stabilized -- I
13 mean, it was -- it turned out the child was dead but --

14 CAPT POLK: Well, he wasn't dead at the time.

15 MR. BARTH: Okay.

16 CAPT POLK: But he was -- he still had -- he died in route.
17 He coded in route to the hospital, but he was technically still
18 alive.

19 MR. BARTH: Okay, I hadn't heard that he -- that they were
20 actually in the process of transporting him. Okay, so you
21 stabilized the head, put him into a Medic West ambulance?

22 CAPT POLK: Correct, and they left the scene with my
23 engineer.

24 MR. BARTH: Okay, and that engineer again is --

25 CAPT POLK: Engineer Hughes.

1 MR. BARTH: Hughes, okay, and they were in route to UMC?

2 CAPT POLK: Yes, sir.

3 MR. BARTH: And then when they -- and then I imagine that
4 they pronounced that child at UMC or --

5 CAPT POLK: I suppose. You know, they indicated I think on
6 telemetry what the situation was, but I guess he was
7 probably -- it was pronounced at the hospital, correct.

8 MR. BARTH: Yeah, because, I mean, you have to have -- they
9 have to be on a phone call with a doctor or whatever to --

10 CAPT POLK: Yeah.

11 MR. BARTH: Okay.

12 CAPT POLK: Well, we got a third unit.

13 CHIEF CAMPBELL: So -- yeah, so after I arrived --

14 MR. BARTH: You don't happen to know what Medic West unit,
15 like, number that was?

16 CAPT POLK: I don't.

17 MR. BARTH: I'm sure I'll see it on the CAD report, right?

18 CHIEF CAMPBELL: Yeah, it'll be on the CAD for sure. Yeah,
19 so when I arrived -- Battalion 5 arrived, like I said, I saw
20 Engineer Hughes loading the five-year-old, the initial person that
21 was in the intersection, into the back of the one of the
22 ambulances. I parked, assumed command, assigned Engine 50 to be
23 triage, and that's about the time that Engineer Hughes -- they
24 were just loading the other patient into the ambulance. I got out
25 because I knew that they were going to be shorthanded and I was

1 just going to be work command officer at that point.

2 So, I got out of the vehicle, immediately -- the ambulance
3 was leaving with the ten-year-old, I had a face-to-face with
4 Paramedic Poliku, who said that he had one patient that was in the
5 prone position, the patient from the Ford Fusion that need to go
6 immediately. So, I could see Rescue 55 was coming down Commerce -
7 - was southbound on Commerce, they were going to be there in a few
8 seconds. So, over the radio I told them they were going to take
9 that patient and just then, I turned and another Medic West unit
10 had pulled up and was already getting gurney out. So, with that -
11 -

12 MR. BARTH: So, instead of Rescue 55 --

13 CHIEF CAMPBELL: Yeah, it was Medic West that ended up taking
14 that patient and we sent the paramedic from Rescue 55 as a rider
15 with them to the hospital. Paramedic Poliku also told me that
16 they had one patient that had faint pulses, the driver of the
17 Dodge. And with Truck 52 on their way, before they arrived, I
18 assigned them to complete extrication on that vehicle with that
19 patient because at that time, we didn't have -- we knew that
20 everybody else that he had already triaged did not have a pulse
21 and the numbers were increasing with the fatalities, but five were
22 victims.

23 MR. BARTH: And so, that was a -- Truck 52 found a pulse of
24 the patient in the --

25 CHIEF CAMPBELL: No, so the initial triage paramedic, which

1 was the paramedic from Engine 50 said he had a faint pulse, the
2 driver of the Dodge, which turned out to be a 59-year-old male, I
3 guess.

4 MR. BARTH: Oh, the Challenger?

5 CHIEF CAMPBELL: The Challenger, yes, I'm sorry. So, they
6 completed -- continued to complete triage, giving updates, we had
7 to update -- I also declared -- at the time, I declared a level
8 five MCI, which is five to ten patients, which would later be
9 upgraded to level four once we found out there was other people
10 involved, but not necessarily injured. So, Truck 52 arrived, the
11 patient had lost pulses at that point, and so upon reassessment,
12 with the amount of damage, it was decided to leave the person in
13 place for investigation because it was going to be an extensive
14 extrication to get him and there was obviously extensive amounts
15 of trauma. So, Fire Fighter -- Paramedic Poliku and Captain Polk
16 continued to update me on victims. They -- at that point, they
17 pointed out a couple of people that were in the Malibu that were
18 standing across the street. So, I had the fire fighter from
19 Rescue 55, who was still on scene, his paramedic had gone to the
20 hospital, I had him go do some patient assessments and check on
21 those two people. They both ended up signing -- releasing medical
22 assistance, they didn't want to go to the hospital.

23 Then later in the scene, Battalion 15, who was not assigned
24 to the call, but just came down to see if I needed anything, he
25 said that when he was -- he had parked westbound on Cheyenne, a

1 good distance from the accident. He said right where he parked,
2 there was a vehicle with damage and there was two gentlemen
3 stating that a body had hit their car and there was damage to the
4 vehicle. So, I walked down there, there was --

5 MR. BARTH: And that was the medic from which unit?

6 CHIEF CAMPBELL: That was the battalion chief from Battalion
7 15 who was not assigned to the call. He just --

8 MR. BARTH: Battalion chief from -- sorry?

9 CHIEF CAMPBELL: Battalion 15, yeah.

10 MR. BARTH: Battalion 15, and that's not a --

11 CHIEF CAMPBELL: That's a different battalion, so there's a
12 different battalion chief.

13 MR. BARTH: But that's in North Las Vegas?

14 CHIEF CAMPBELL: Yes, North Las Vegas, yes, sir.

15 MR. BARTH: Okay.

16 CHIEF CAMPBELL: And so -- and that was the white Mercedes.
17 The two gentlemen, they had no complaints, they didn't want
18 medical attention or anything and they just had damage to their
19 vehicle. Then Engine -- oh, I also at some point had added Engine
20 53 in the initial, right when I was arriving, for manpower. So,
21 they had arrived and at this point, we had already gotten a full
22 count of the -- all those critical victims were transported, all
23 the deceased victims were accounted for. And so, they ended up
24 doing the patient assessment on the Tucson driver.

25 MR. BARTH: And what unit was that again?

1 CHIEF CAMPBELL: That was Engine 53.

2 MR. BARTH: E 53?

3 CHIEF CAMPBELL: Yeah, they did a patient assessment on that
4 driver, but -- and then started coordinating our peer support
5 group and starting that process. So -- but they didn't really
6 have any other assignments really, so --

7 MR. BARTH: Okay.

8 CHIEF CAMPBELL: Yeah.

9 MR. BARTH: And can we spell Poliku? How do you spell that?

10 CHIEF CAMPBELL: It's P O L I K U.

11 MR. BARTH: I K U?

12 CHIEF CAMPBELL: Yes, sir.

13 MR. BARTH: Okay.

14 CHIEF CAMPBELL: So, Captain Bodine was on Truck 52.

15 I don't know if you want to tell your part when you arrived?

16 MR. BODINE: So, once we were added to the call -- in route
17 to the call, just as Chief Campbell stated, we were advised that
18 we were possibly going to have to do extrication on the Dodge
19 Challenger for one patient, which would be the driver. Once we
20 arrive on scene and gathered extrication equipment, it was then
21 determined that the driver of the Dodge Challenger was no longer
22 survivable, so they were deemed 419. At that point, really, on
23 scene, we just assisted with scene safety and evaluating the
24 scene. At that point, there wasn't really much more to do. The
25 patients that could be transported, were, and all the others were

1 determined to be dead on scene.

2 MR. BARTH: Is that a code --

3 CAPT BODINE: 419 is a fatality.

4 MR. BARTH: And so, what -- your scene safety activity, what
5 did that consist of?

6 CAPT BODINE: So, I was basically evaluating the scene. We
7 were looking to see if there were any possible other patients
8 anywhere else and, you know, evaluating the vehicles.

9 CHIEF CAMPBELL: Fluid leaks, batteries, vehicles running,
10 things --

11 CAPT BODINE: Yeah, no vehicles running, making sure nothing
12 was energized, that there wasn't, you know, any other patients
13 underneath vehicles, anything like that at the time.

14 MR. BARTH: Related to that, was there any assessment of
15 the -- were there any vehicles that had high voltage?

16 CAPT BODINE: No, not that --

17 CHIEF CAMPBELL: The Ford Fusion, when we first arrived, the
18 emergency flashers were not on and somewhere during the scene,
19 they started flashing, so I don't know how that happened. But
20 yeah, and then they also lead the efforts on -- we had -- because
21 it was, you know, midafternoon on the weekend and there was a lot
22 of traffic, we really started focusing pushing people -- you know,
23 people, they were walking around with camera phones and what
24 not -- which we had been doing all along. But we really focused
25 on covering the scene, covering the victims, blocking kind of

1 views from people with sheets and what not. We hung them on
2 fences and --

3 MR. BARTH: Right.

4 CHIEF CAMPBELL: So, Truck 52 kind of lead that effort.

5 MR. BARTH: Okay, and then I imagine the next phase was
6 starting to -- I want to go up to the point where you released the
7 vehicles to the tow company or however that process happened. But
8 if there's any other roles of anybody you want to talk about --

9 CHIEF CAMPBELL: So, we -- after that, we -- you know,
10 Chief Stovers (ph.) arrived, you know, some time in that process,
11 so we had a hot watch on scene where we kind of discussed what our
12 game plan was. Also, just trying to make sure that we -- the
13 mental health of our own crew members was intact and make sure
14 that we address that and came up with a game plan for critical
15 stress debriefing. But at that point, I added the air resources,
16 which is AR52 and at some point, also, one thing that I think I
17 emailed to you, our public information officer had showed up and
18 started doing -- talking to the Police Department's PIO. But so,
19 I added our air resource, which is AR52, which is staffed with one
20 engineer for lighting for the investigation for the Police
21 Department. So, he came out and once he was on scene, we
22 basically transferred the scene to him to keep the incident open.
23 We --

24 MR. BARTH: So, about what time of day is this?

25 CHIEF CAMPBELL: This is probably 4:30?

1 MR. BARTH: Starting to get dark?

2 CHIEF CAMPBELL: Yeah, it's dusk, so, you know, the -- yeah,
3 I wanted to get it out there so he could get set up before it got
4 dark so they were prepared.

5 MR. BARTH: So, the scene was transferred to who from AR52?

6 CHIEF CAMPBELL: Engineer Todd Peterson. So, he -- at this
7 point, there was -- it was really North Las Vegas PD's scene.

8 MR. BARTH: Got you.

9 CHIEF CAMPBELL: You know, we were just -- we just -- to keep
10 the incident open also so we don't have two incidents because it
11 can get convoluted with the reports and connecting with them
12 first. But the -- kept the engineer from an AR52 for lighting
13 purposes and they have water and some rehab stuff on that vehicle
14 so -- for the officers doing the investigation. Then I released
15 the other units to go back in service knowing that the
16 investigations generally take some time and that we were going to
17 have to come back later and do the extrication. And that
18 was -- and I called him a couple times just to get updates. It
19 was -- we went back probably about 11:00 at night?

20 CAPT BODINE: Yeah, 11:00.

21 CHIEF CAMPBELL: So, at about 11:00 at night, Captain Bodine
22 called me and said hey, we're going back.

23 MR. BARTH: And that was to assist in extricating the
24 deceased?

25 CHIEF CAMPBELL: Yes.

1 MR. BARTH: For the coroner?

2 CHIEF CAMPBELL: Yes, and so we had Truck 52 and Engine 50 go
3 back because they were the two that were the most involved and
4 trying to keep it kind of limited to the number of people exposed
5 to the scene. And then myself and Battalion 15 ended up going
6 down again even though he wasn't assigned to the call, he just
7 went down as -- kind of to see if we needed anything. So, we went
8 back to the scene, Captain Bodine and Engineer -- I'm sorry,
9 Paramedic Romey (ph.) -- Romey's one of our technical rescue
10 experts. So, the two of them led the extrication efforts and
11 yeah, we started with the Sienna.

12 And I'll let you guys take it from there, discuss what you
13 guys did, what your thoughts were.

14 CAPT BODINE: I don't know how much you want to know about
15 that as far as the investigation goes?

16 MR. BARTH: I mean, at this point, you know, we're into sort
17 of investigation, administration of the scene and stuff, so it's
18 not as important. But the -- but if you have any comments -- or,
19 I mean, you can just give very rough account of events or if you
20 have any comments?

21 CAPT BODINE: I mean, just for -- I mean, aside from
22 extricating the patients out of -- myself and Romey did observe
23 the fact that, at least in the Sienna, the patients that we
24 removed were all restrained. So, they were in seatbelts. There
25 was massive displacement of the seats in the vehicle, at least the

1 front passenger seat.

2 MR. BARTH: So, those were the four remaining occupants in
3 the vehicle?

4 CAPT BODINE: Yes, but they -- but it was noted that they
5 were all restrained. As far as --

6 MR. BARTH: In the Dodge -- did you notice if they were
7 restrained in the Dodge?

8 CAPT BODINE: The driver was. I'm not sure about the
9 passenger. Do you remember Romey?

10 MR. ROMNEY: I'm trying to think of him being restrained and I
11 don't -- I just remember cutting the curtain of the airbag and I
12 don't remember cutting the (indiscernible).

13 CAPT BODINE: Yeah, I don't either.

14 MR. ROMNEY: I don't remember cutting a seatbelt on the other.

15 CAPT BODINE: And his passenger compartment was mostly
16 intact.

17 MR. ROMNEY: It was.

18 CAPT BODINE: Yeah, compared to everything else.

19 MR. ROMNEY: We opened his door without even having to
20 extricate it.

21 CAPT BODINE: Yeah, the door opened.

22 MR. ROMNEY: There was almost no damage to his door.

23 MR. BARTH: Okay, anything you can think of that's important
24 that I didn't ask?

25 CAPT POLK: Liridon, you never spoke and you had a pretty

1 critical role in the triaging of everybody. Do you guys want to
2 hear what has to say or that's not relevant to your safety?

3 MR. BARTH: As far as the triage goes?

4 CAPT POLK: Yeah, because he was the one that basically
5 triaged all the people that were deemed deceased.

6 MR. BARTH: Yeah, why don't you -- I mean, why don't you
7 describe briefly, you know, what happened with the triage and what
8 was found?

9 MR. POLIKU: With the triage, so I pretty much, like, when I
10 first got on scene, we told --

11 MR. BARTH: And this is Poliku?

12 MR. POLIKU: Yes.

13 MR. BARTH: Just so the recording knows who's talking.

14 MR. POLIKU: But we told Captain Polk we'll start triaging
15 and so, pretty much for triaging I just worked from the engine and
16 then just worked my way out from the engine towards the rest of
17 the scene. But we saw -- I saw Pete was doing CPR on the one
18 child, but I saw the severe head trauma. So, I pretty much kind
19 of continued real quick to do a quick sweep of everybody. So, I
20 went from there over to the other child that was on the sidewalk
21 and he was still crying and kind of grunting a little bit. He was
22 prone and he had some -- I remember he had bruising to his back
23 and, like, some road rash as well. So, he was critical for sure,
24 especially knowing that he was ejected from the vehicle.

25 Then I went over next to the lady that was prone next to her

1 vehicle, she was on the driver's side in dirt area. She was
2 talking to me and saying that she was -- like, her back was
3 hurting and her hip was hurting, so she was yellow slash critical
4 as well. But it didn't appear as if she had gotten ejected and
5 then from there, I just worked around and went from the -- there
6 was one ejected from the vehicle that had severe head trauma that
7 was pretty much deceased. Then I went through each vehicle, like,
8 with the red Challenger and the passenger was deceased, and then
9 the driver was deceased, not breathing, but still had a pulse.
10 So, for him, I just took note of that, but since they're also not
11 breathing and based on manpower, we kind of just followed an MCI
12 triage -- like started triage. So, he's technically considered
13 deceased, but he still had a pulse, so I took note of that. Then
14 I went over to the SUV --

15 MR. BARTH: Just to stop there for a sec (sic), so when you
16 assessed the passenger of the Dodge, what indicated that he was
17 clearly deceased?

18 MR. POLIKU: So, he was apneic as well as pulseless and just
19 kind of based on the start of triage, you're supposed to do a head
20 tilt if you can in, like, the extensive entrapment of the vehicle.
21 So, at that point, the status didn't change, like, he didn't
22 spontaneously breathe or anything, so at that point, I noted that
23 he was deceased. But I still -- at that point, I wasn't sure,
24 like, how many people were in the SUV. So, based on kind of the
25 resources that we had coming and how many patients we have, with

1 triage, you kind of have to --

2 MR. BARTH: Yeah, you need to move on?

3 MR. POLIKU: Yeah, you have to move on, at least kind of take
4 note of what I was finding and then as I was doing that, I was
5 relaying it to Captain Polk.

6 MR. BARTH: What do you remember about that passenger's
7 seating position?

8 MR. POLIKU: The passenger of the red Challenger, he was
9 seated in the vehicle and I -- just like everyone said, I don't
10 remember if he was restrained, but I know that when we did do
11 recovery, his right or left leg, I know --

12 Was it his left?

13 CHIEF CAMPBELL: It was his left foot.

14 UNIDENTIFIED SPEAKER: Oh, it was his left foot?

15 MR. POLIKU: I know his foot was bent upwards, like,
16 abnormally, like the way the leg shouldn't bend. But that's the
17 one thing I remember in terms of injury when we pulled him out.
18 But I know based on just kind of the impact, especially looking at
19 the vehicles, the red Challengers, all the front end. And the
20 SUV, the passenger side got T-boned, especially at, like, a high
21 rate of speed, just that spinning, shearing force, I'm just
22 anticipating that they had internal trauma, whether it's internal
23 decapitation, or shearing of major vessels, or anything. So, I'm
24 just kind of taking note of what I could just see in terms of,
25 like, a limited view in terms of entrapment. So, he was still

1 seated in the seat, but I don't remember if he was restrained.

2 MR. BARTH: Okay.

3 MR. POLIKU: And then I moved over to the driver and he was
4 restrained and for him, he wasn't breathing, but had a pulse, and
5 even after opening his airway, he still wasn't breathing, but he
6 still had a pulse.

7 MR. BARTH: Okay, and then did you assess the -- you said
8 you -- going back to assessing the four people in the Sienna, can
9 you describe kind of like you did there, what your decision
10 process was on them?

11 MR. POLIKU: So, in the Sienna, I went over to the Sienna and
12 I just started -- at first, I thought there was -- like, there was
13 just two people in the Sienna and then I remember once I got my
14 head in there and I just looked back, then I saw two more people
15 in the back. When you kind of get your head in there and I just
16 looked at first four -- my first four general impressions
17 were -- I was like they might all be deceased. So, I just went
18 from person to person, doing a quick triage and then for all the
19 passengers, it was pretty much the same findings. Captain Bodine
20 mentioned, like, the severe displacement of the seats on the
21 passenger side, but they were all restrained. So, the
22 passenger -- the front passenger, which was the 13-year-old or
23 the -- yeah, the 13-year-old, she was apneic, pulseless. And then
24 working my way kind of around the vehicle, they were all the same
25 findings, apneic, pulseless. Then even with kind of checking

1 their airway -- opening the airway, they all remained the same in
2 terms of status.

3 MR. BARTH: Okay, yeah, that's helpful because, you know,
4 they didn't do an autopsy on the passengers. We do have
5 radiographs and things, but -- so, to have some description of
6 that assessment was helpful. Okay.

7 MR. POLIKU: Then there was one ejected in front of the
8 Sienna, and he had severe trauma as well, so he was 419 -- or
9 deceased.

10 MR. BARTH: Yeah.

11 MR. POLIKU: And that's -- oh, then at that point is when we
12 went back and technically, in terms of overall patients, the one
13 that was most viable, was the one that still had a pulse. But
14 then when I went back to reassess -- because I pretty much went
15 back to reassess each patient again just to verify my findings and
16 see if there was any status change for any of the patients. But
17 when I went back to the red Challenger, he still had a pulse, but
18 then once Truck 52 got on scene, I think it was Romey that was
19 there. He was like hey, what do you got and I was like oh, well,
20 he's now pulseless and based off of severed entrapment for
21 everybody and all the findings, I just -- I declared they were all
22 deceased.

23 MR. BARTH: All right. Okay, good. Yeah, unless there's
24 anybody else that has anything else, I have a couple of general
25 questions about the department. So, like, what kinds of MCI

1 training and have you guys -- do you guys do -- do you do drills
2 with other departments? Like, can you just give me a quick
3 description of that kind of thing?

4 CHIEF CAMPBELL: We do. We have a SVFO for mass casualties -
5 - I'm sorry, Southern Nevada Fire Operations policy for mass
6 casualties, which is all the departments in Southern Nevada. So,
7 the three major departments, Clark County, city of Las Vegas, and
8 Las Vegas Fire and Rescue, and then us.

9 MR. BARTH: So, you call that Southern Nevada --

10 CHIEF CAMPBELL: Fire Operations.

11 MR. BARTH: Southern Nevada Fire Operations, okay.

12 CAPT POLK: To give you a brief background, the Valley has
13 four paid fire departments in Southern Nevada. In the urban area,
14 there's also Mesquite (ph.) Fire Department, which is Southern
15 Nevada as well, but that's about an hour away. The
16 locally -- three of the four, North Las Vegas, Las Vegas, and
17 Clark County, we all run calls and automatic aid. We have the
18 (indiscernible) and basically you run calls without jurisdictional
19 borders. So, the closest units we have, you know, response places
20 like when you were asking earlier about who responded and who,
21 why, and what? They know the type of call, the EMP code that the
22 dispatchers are able to ascertain, it's going to trigger a certain
23 type of response. So, for a building fire, it's going to be such
24 and such, and for a (indiscernible) it's going to be a certain
25 response plan, for a fall, it's going to be a certain response

1 plan. So --

2 MR. BARTH: And all those agencies are all dispatched by the
3 same --

4 CHIEF CAMPBELL: We share a dispatch system.

5 MR. BARTH: The combined?

6 CHIEF CAMPBELL: Yeah, combined communications center is what
7 it's called, CCC.

8 MR. BARTH: Combined communication center, right.

9 CHIEF CAMPBELL: Yeah, it's owned and operated by Las Vegas
10 Fire, but the biggest contributor to it is Clark County Fire
11 because it's based on -- the budgets' based on call volume and
12 Clark County Fire has by far the greatest call volume. So, we
13 basically pay into that center based on our call volume. So,
14 anyway, the calls come in and in this case, because of the
15 location of the call, it was all Las Vegas units, but it's very
16 common that this would've been two, if not three Fire Department's
17 responding to the same call just because of where it's
18 jurisdictionally it's -- geographically it's located.

19 MR. BARTH: Yeah.

20 CHIEF CAMPBELL: So, because of that --

21 MR. BARTH: And this was a fairly small scene, so everything
22 imagine was face to face, but do all those agencies all use the
23 same radio systems?

24 CHIEF CAMPBELL: We share everything.

25 MR. BARTH: Okay.

1 CHIEF CAMPBELL: We share the same communication systems, we
2 have the exact same communication of equipment, we operate on
3 different zones and different (indiscernible) channels, but all
4 that because we share a dispatch and it was all very clear in our
5 notes. We train extensively because we respond automatically with
6 each other, we have a fairly large number of SOP's that we all buy
7 into and operate under. And so, when he was talking about MCI, we
8 have an actual policy that governs our MCI's and how we will
9 respond to that. And yes, our people are trained, we have those,
10 those are updated regularly.

11 MR. BARTH: If you can send me a copy of those, that would be
12 good.

13 CHIEF CAMPBELL: Do you want all of them or just the --

14 MR. BARTH: Well, just like -- what I want to do is
15 characterize the -- sort of the structure of the training and the
16 MCI, especially for MCI type events. So, I don't need everything,
17 but something that would give me a -- you know, basically it
18 sounds like you guys are well prepared, well trained. So,
19 basically, something that would give me -- you can either send
20 me -- whatever you think will help me get an overview because what
21 I'll end up doing is sort of summarizing that information to
22 describe that yeah, this Fire Department has this stuff under
23 control.

24 CHIEF CAMPBELL: Okay, yeah, I can definitely put something
25 together for you.

1 MR. BARTH: And so, as far as, like, MCI training events, do
2 you do desktop, or live, or, you know, like --

3 CHIEF CAMPBELL: We do both, yeah.

4 CAPT BODINE: We regularly do tabletops, we do multi-company,
5 multi-drill, or multi-jurisdictional drills fairly regularly.

6 CHIEF CAMPBELL: We do --

7 CAPT BODINE: A lot of hostile MCI's and stuff.

8 CHIEF CAMPBELL: Yeah, hostile MCI's.

9 CAPT BODINE: Yeah, (indiscernible) you know, the October 1
10 shooting here.

11 MR. BARTH: Right.

12 CAPT BODINE: Which we were years and years and years of
13 planning and policies in place and tons of training that went
14 into -- long before that ever happened. That wasn't, like, what
15 prompted us to get up to speed. In fact, the policy that
16 we -- or the response plan and how we manage a hostile MCI is
17 pretty cutting edge in the country. But, you know, now it's being
18 revamped because sometimes with these types of events, they're all
19 so different, you know, a shooting at a night club, a shooting at
20 a school, a shooting from an elevated position on the strip. All
21 those present vast numbers of challenges. So, what might work for
22 one, might not work for the other, but sometimes we have a
23 tendency to try and put it all in the same box, though. We're
24 certainly very active in developing and creating. One of our BCC,
25 not involved in this incident, but he's actually the -- he drives

1 that committee.

2 CHIEF CAMPBELL: We also do MCI training too with our sets
3 and reps, so we -- you know, we have scenarios that are built by
4 our training vision and we go out to each company and run the
5 company officer and the crews through a training scenario
6 basically and they can be done either monthly or quarterly,
7 depending on what we've got going on. But we do those and a lot
8 of times an MCI will be a part of that. We do live drills, we've
9 done them here with joint training drills with other agencies,
10 including Medic West.

11 CAPT BODINE: So, our most recent large scale one was
12 probably a year and a half to two years ago.

13 UNIDENTIFIED SPEAKER: So, we're (indiscernible)?

14 CAPT BODINE: That's, yeah, with Medic West and Las Vegas
15 Fire and Rescue and it was right over here.

16 CAPT POLK: We had a huge (indiscernible) we did that
17 whole --

18 CHIEF CAMPBELL: Which one?

19 CAPT POLK: That Boulder City when they were finishing that
20 over.

21 CHIEF CAMPBELL: Oh, yeah.

22 CAPT POLK: That fly over and everything, we did a huge drill
23 on that.

24 CHIEF CAMPBELL: Probably about once a year, we have a
25 massive -- you know, one of the departments will put on some type

1 of a large-scale drill. We had another one at Silver -- the
2 Silver (indiscernible) probably a year and a half ago and that was
3 probably hundreds of first responders incorporated including
4 multiple Police Departments, multiple Fire Departments, private
5 ambulance companies. So, it's something we regularly practice on.

6 MR. BARTH: Good, okay.

7 Ellen, do have anything? Any questions?

8 MS. LEE: No.

9 MR. BARTH: Okay, I'm going to stop the recording.

10 (Whereupon, the interview was concluded.)
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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

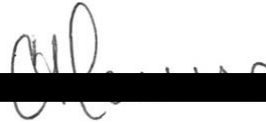
IN THE MATTER OF: FATAL CAR ACCIDENT IN
NORTH LAS VEGAS, NEVADA
ON JANUARY 29, 2022
Interview of North Las Vegas Fire
Department

ACCIDENT NO.: HWY22FH004

PLACE: Las Vegas, Nevada

DATE: February 3, 2022

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Carolyn Hanna
Transcriber