



## **SURVIVAL FACTORS ATTACHMENT**

### **Incident Commander Interviews**

**Phoenix, AZ**

**HWY21MH008**

(30 pages)

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of: \*

\*

FATALITIES DUE TO MILK TANKER \*

ACCIDENT IN PHOENIX, ARIZONA \* Accident No.: HWY21MH008

ON JUNE 9, 2021 \*

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\* \* \* \* \*

Interview of: [REDACTED], Responder  
Battalion Chief, East District

Via Telephone

APPEARANCES:

RONALD KAMINSKI, Investigator  
National Transportation Safety Board

I N D E X

ITEM

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Interview of [REDACTED] :

By Mr. Kaminski

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MR. [REDACTED]: Hello?

MR. KAMINSKI: Hello, is this Battalion Chief Anthony [REDACTED]?

MR. [REDACTED]: This is him.

MR. KAMINSKI: Hey, this is Ron Kaminski returning a call with NTSB.

MR. [REDACTED]: Fantastic.

MR. KAMINSKI: Do you have a couple minutes?

MR. [REDACTED]: Absolutely, pal.

MR. KAMINSKI: Do you mind if I record this so I don't interrupt you when you're talking?

MR. [REDACTED]: No, not at all.

MR. KAMINSKI: Okay, great.

## INTERVIEW OF BATTALION CHIEF [REDACTED]

BY MR. KAMINSKI:

Q. So you're a Battalion Chief for -- is it station 12, or what --

A. I'm Battalion Chief for East District Battalion Two, 12 is one of my stations.

Q. East District, that's what it was, Battalion Two, okay. Can you spell your first and last name please?

A. [REDACTED], capital M, period, my initial, last name is [REDACTED].

Q. Okay, great. Is this a good call back number for you?

1 A. Absolutely.

2 Q. So basically what I know -- you kind of came a little bit  
3 into the incident and kind of assumed command. I guess from the  
4 point you got the call and you started heading out there I guess  
5 I'd be interested in just getting what all you did on the way out  
6 there, then what once you got out there what you saw and what you  
7 did.

8 A. So when I got dispatched on the initial dispatch, turned to  
9 the [REDACTED] (ph.) technical channel and I was listening to the  
10 communications between the first arriving unit and then the  
11 subsequent arriving units. My thinking was we had the tractor  
12 trailer that was on fire and then the first incoming engine that  
13 was going to assume treatment was given a triage report as to how  
14 many patients that they had and the extent of injuries.

15 The first arriving engines went ahead and concerned  
16 themselves with putting out the fire from the vehicle and the  
17 tractor trailer. Then the first arriving engine took over the  
18 treatment of part of it.

19 So depending on what the continued communication was I was  
20 thinking okay, I'm going to have to -- am I going to have to  
21 divide these into two separate calls within the same call because  
22 of the tractor trailer fire and then a possible hazmat? Because I  
23 didn't know yet, but he was pulling and then the treatment part of  
24 it.

25 So before I got there I was listening to the radio traffic

1 and the first arriving engine, Engine 29 Captain [REDACTED], he  
2 bounced it to a second alarm with a hazmat component. So that  
3 brings -- that gets the cavalry coming. We not only get the  
4 manpower, ALS retrieval, (verbatim) but we also get the hazmat  
5 portion of it in the event that they're hauling something that we  
6 don't know about, or we can at least try and contain and minimize  
7 our risk and problems.

8 So when I got on scene I assumed command from Engine 29, [REDACTED]  
9 [REDACTED] and we started working on the human transport portion of it,  
10 the treatment. Then Captain [REDACTED] got back on the radio and said  
11 that they had the fire contained and there was nothing coming from  
12 the tractor trailer, but they were leaking fluids from the engine  
13 compartment.

14 I still had to concern myself with what they were hauling  
15 because I didn't know exactly what was all leaking. Then being on  
16 the freeway, what's it going to leak into with the runoff and then  
17 the whole myriad of other problems that could ensue because of  
18 that. So we got the treatment, the triage from the treatment part  
19 of it and I believe the end result -- and this city called for 12  
20 and I think we ended up with 14.

21 Q. 14 what?

22 A. Patients.

23 Q. Right, okay.

24 A. Then the initial report was the two 901h's, the deceased and  
25 then I believe it was five immediates and the rest were delays.

1 So we started calling up availability for hospitals. Is the  
2 proper facility that could handle the extent of the injuries?  
3 Then have them extricate the remaining people out of the vehicles  
4 to either be treated, or left there because of deceased.

5 Q. Now were you the one that was calling around? Who was  
6 calling around to see what hospitals could take what?

7 A. No, dispatch does that.

8 Q. Okay, where is your normal dispatch out of?

9 A. Phoenix.

10 Q. Okay, but I guess what is there -- what are they called, the  
11 Phoenix communications dispatch?

12 A. AHQ, Alarm Headquarters.

13 Q. Larm Headquarters, okay. They also take the 9-1-1 calls, no?

14 A. Yes. So when we have calls like this part of their duties  
15 automatically is to see who's the closest facility -- the closest  
16 appropriate facility and who's the closest trauma facility.

17 Q. Alarm HD, the HD is what -- stands for what?

18 A. AHQ.

19 Q. AHQ, wait --

20 A. Alarm Headquarters.

21 Q. AHQ, okay. Alarm Headquarters, okay got it.

22 A. So they came back with a report of who could take what and  
23 then we started divvying up rescues for transport treatment. We  
24 assigned an engine per patient once they got extricated, if they  
25 needed extrication. Then ALS prevent transportation and that's



1 pretty much it.

2       Once we got word from one of the hazmat crews that they were  
3 holding milk, then that alleviated a huge portion of my concern.  
4 They were directing the flow -- or the runoff of the fluids that  
5 were coming out of the engine compartment to a drain -- this was  
6 on top of the stack and it was draining down to the lower portion  
7 on the street and then into a containment area, which was just a  
8 dirt runoff.

9 Q.    Right, okay.

10 A.    It was only diesel fuel and the other fluids from the engine  
11 compartment of the diesel tractor trailer.

12 Q.    How many do you know, or do you recall how many were  
13 extricated from the vehicle?

14 A.    There was a total of four 901h's.  Once PD got done, or DPS  
15 got done with their investigation I think the crews got called  
16 back to complete the extrication and I believe two -- I think two  
17 or three ended up having to be extricated to be treated in the  
18 transported.  Once they're deemed 901h that -- we don't extricate  
19 unless DPS wants them done, or PD wants them done.

20 Q.    Okay, so you call them 91H's, [sic] I'm going to call them  
21 fatals -- four fatals and then you had the two alive that were  
22 still in that needed to be extricated?

23 A.    Two to three that needed to be extricated.

24 Q.    Was that a pretty involved process, the extrication?  I'm  
25 just wondering if I need to talk to -- I think Captain ██████ said

1 there was a Ladder Company that -- and a rescue squad that kind of  
2 did that.

3 A. Yes, so I believe it was Ladder 11 that was extrication  
4 sector. From my rule is for (indiscernible) for lack of better  
5 terms is whatever you need to do your job I'll give you the  
6 resources. Whatever you deem necessary, you go ahead and do it.

7 So if he needed more resources because he asked for another  
8 Ladder because he thought there was going to be more extrications  
9 needed, but we ended up not needing the second request for the  
10 Ladder, which was Squad 29 -- or Squad Eight. We ended up using  
11 that for treatment anyway.

12 So that tells me that either the extrication was fairly easy,  
13 or they were deemed 90lh's, or fatals and then moved onto the next  
14 person. After surveying the scene once everything was done and we  
15 terminated command, the cuts that were made to get the people out  
16 were pretty involved.

17 Q. I guess if there's one person that I want to talk to that was  
18 involved with the extrication would you have a name?

19 A. [REDACTED], he's the Ladder Captain, Ladder 11.

20 Q. So should I -- if I do want to talk to him should I contact  
21 Deputy Chief [REDACTED] (ph.)?

22 A. Yes.

23 MR. KAMINSKI: Okay, I'll do that if I need to. Okay, I  
24 appreciate that you gave me a really good detailed description of  
25 what all you did and I appreciate that. I guess I've also

1 requested more information with the subpoena that I guess I'll  
2 have your reports and stuff like that. Probably a lot of stuff  
3 you've just already told me that are in your reports. I want to  
4 thank you for taking the time to give me a call back and just  
5 congratulate you on a nice job done out there.

6 MR. [REDACTED]: No problem, happy to do it. Thank you very  
7 much.

8 MR. KAMINSKI: Great, thank you very much, sir.

9 MR. [REDACTED]: Bye.

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: FATALITIES DUE TO MILK TANKER  
ACCIDENT IN PHOENIX, ARIZONA  
ON JUNE 9, 2021  
Interview of Chief [REDACTED]

ACCIDENT NO.: HWY21MH008

PLACE: Via Telephone

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.



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NIKOLAS OKA  
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of: \*

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FATALITIES DUE TO MILK TANKER \*

ACCIDENT IN PHOENIX, ARIZONA \* Accident No.: HWY21MH008

ON JUNE 9, 2021 \*

\*

\* \* \* \* \*

Interview of: [REDACTED], First Responder  
Phoenix Fire Department Captain

Via Telephone

Wednesday,  
June 16, 2021

APPEARANCES:

RONALD KAMINSKI, Investigator  
National Transportation Safety Board

I N D E X

ITEM

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Interview of [REDACTED]:

By Mr. Kaminski

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I N T E R V I E W

1  
2 MR. KAMINSKI: Today's date is Wednesday June 16th, name is  
3 Ronald Kaminski with NTSB. I'm going to be talking with a Captain  
4 with the Phoenix Fire Department. First name is [REDACTED] and  
5 his last name -- is it [REDACTED]?

6 MR. [REDACTED]: That's correct [REDACTED]

## INTERVIEW OF CAPTAIN [REDACTED]

8 BY MR. KAMINSKI:

9 Q. You're with which station?

10 A. Well, my -- the night that this call came out I was working  
11 an overtime shift on Engine 29. My regular station is Engine 36  
12 on C shift, which is today and which is where I'm making this call  
13 from.

14 Q. Then Engine 29, that's located out of what location?

15 A. Station 29 is located on the north side of Phoenix Sky Harbor  
16 Airport at 40th street and Air Lane Road.

17 Q. So if you could just from the time you got the call and while  
18 driving out there if you're making other requests, or things you  
19 were hearing, just kind of give me a brief description about the  
20 event?

21 A. Sure, I'll just do a narrative here. The call came in at  
22 about 12 -- I'm sorry, at about 10:10, 10:15 in the evening. It  
23 came out as a one engine dispatch, just ourselves, Engine 29,  
24 report of a 962, which is an auto accident with injuries, with  
25 fire, up on the 202 eastbound, east of 542nd street.



1           We obviously made our way to the truck, we got fully turned  
2 out and then we made our way north on 40th street until we came to  
3 the 202. Now, we're not able to access 40th -- I'm sorry, we're  
4 not able to access the 202 at 40th street. We had to take the  
5 access road eastbound to 44th street, which is where we were able  
6 to access the 202 and continue eastbound to this accident.

7           Now while we were responding -- we had no issues responding  
8 up to that point. As we were responding this call got balanced to  
9 a 962 with fire, with possible hazardous materials component.  
10 There were reports coming in on our MCT, our computer, our Mobile  
11 Computer Terminal on the truck that this was a fuel tanker that  
12 had caught fire and there were flames shooting across the freeway.

13           So we knew that we had some extra resources coming and we  
14 could see a fire in the distance, but obviously we couldn't see  
15 the rest of what we came upon until we made our way through the  
16 traffic. Now once we did access the 202 eastbound at 44th street  
17 traffic was at a complete standstill, all the lanes were stopped.

18           We could see the fire in the distance and the traffic was  
19 pretty tightly knit there. So it took us a little while to make  
20 our way through that traffic and when I say a little while I'm  
21 talking maybe 45 seconds to a minute to make our way out of the  
22 traffic and then where we came upon the actual accident scene.

23           So we weaved our way through the traffic and once we made our  
24 way through the traffic the extent of this accident, the damage to  
25 the cars, the number of vehicles, the number of patients became

1 very clear to us that this was a very big incident. Because the  
2 number of vehicles of involved, the number of people that were  
3 laying on the roadway off to the right side, the number of people  
4 that had got out of their vehicles to render aid and that we had  
5 this fire, this tractor trailer. Another -- gosh, I, you know,  
6 I'm not good at judging distance, but I'd say maybe another 75  
7 yards up the road was still actively burning.

8       So initially once we cleared the traffic we could -- there  
9 were so many people down on the roadway. There were a lot of  
10 people that were trying to help and they were all waiving us over  
11 to them and then we had the fire up the roadway.

12       So I chose to bypass all of those people so that I had time  
13 to do a better size up of the incident, determine what resources  
14 we needed and then get them coming. My engineer had asked do I  
15 stop here and I said no, go to that fire because that was still --  
16 what had happened with the vehicles had already stopped and  
17 nothing more was going to happen there, but the fire was actually  
18 still evolving, supposedly it was a fuel tanker.

19       I didn't know what was going on up there, but we needed to  
20 address that situation quickly, and I as a company officer and the  
21 initial incident commander because the first Captain on scene of  
22 any incident is automatically the Incident Commander. So that's  
23 how I ended up taking command of this.

24       As we made our way up the road to the semi that was burning  
25 -- the tractor part of the semi that was burning -- I gave my on

1 scene report that this was a multi vehicle accident. We have an  
2 unknown number of patients, we do have an active fire. We're  
3 going to begin addressing the fire. I'll be -- rundown the  
4 freeway command and they needed us to balance the first alarm.

5 Now I balanced it to a first alarm to get additional  
6 resources coming. Again, I still didn't know exactly what I had  
7 and the number of patients, but I knew I needed some resources and  
8 I needed to get them on the road quickly.

9 So as we pulled up to the semi, we stopped short and off to  
10 the right hand side of it -- as your eastbound we were just  
11 slightly south and behind the semi. I told my crew to pull the  
12 front bumper line, which is a larger hand line and go put out the  
13 fire. I was going to make way back to where all the patients,  
14 begin giving a head count, determine their acuity, or level of  
15 injury and how many of them I had and how many resources I need.

16 So I got off the truck and the first person I came to was off  
17 to the -- because I'm walking west bound on the 202, it was off to  
18 the right. It was a gentleman who was leaning against the median  
19 wall and he was kind of bent over with his hands on his knees and  
20 I approached him first, he was the first one I came to.

21 I asked him if he was involved in the accident, he pointed at  
22 the semi. I said, were you the driver? He said, yes. I said,  
23 are you hurt? He said, no and I said then you stay right there,  
24 don't move and I'll send somebody up to check on you in a little  
25 bit and he nodded that he agreed, or he nodded in agreement.

1           So then I made my way back down the freeway and as I  
2 continued down the freeway the next person I came to was deceased,  
3 a 901h. I told the DPS officer standing there to make his way up  
4 to my truck and asked my engineer for blankets so he could come  
5 back and cover that person up.

6           I kept making my way back down the freeway and Engine and  
7 Ladder 11 showed up. As I was making my count of patients -- and  
8 at that time I think I came up with about ten at that point. The  
9 Captain on Engine 11 approached me and I said Josh, I need you to  
10 help me with triage. I got a lot of patients here, do you mind  
11 going back through and getting me a headcount and what their level  
12 of acuity is? He said, sure.

13           Ladder 11 was next on scene. I was standing near a car  
14 against the south side of the roadway. There was another car on  
15 top of that car and there were obviously people in the car. I  
16 didn't know if they were deceased, or what their level of injuries  
17 were, but I knew that they probably needed extrication.

18           So I'd assigned Ladder 11 to perform extrication, that is a  
19 Ladder function, it is something that they do specifically. Then  
20 I had Squad Eight go up on scene -- thank goodness because Squad  
21 Eight also that's one of their specialties is extrication and I  
22 assigned them to come up to Ladder 11's location and assist them  
23 with extrication.

24           Then I -- okay, I'm trying to keep to -- I'm trying to keep  
25 it in my head here. Well, then [REDACTED] from Engine 11, who was doing

1 triage, came back to me and he said we have twelve patients. I  
2 said okay.

3 So I contacted the alarm room. I asked for the balance of  
4 second alarm medical 962 requiring extrication. I was just  
5 standing -- I was standing my ground right where I was, knowing  
6 that I was going to need to start assigning resources to these  
7 different patients.

8 I don't know that I even -- I honestly don't remember -- I  
9 don't know or don't remember whether I even assigned the first  
10 Engine company to a patient because at that point I believe  
11 Battalion Two, which is the Battalion Chief and his fit fielded  
12 (indiscernible) technician -- which is also a Captain on the  
13 Phoenix Fire Department -- arrived on scene.

14 Knowing that this incident was outperforming me because I  
15 lacked the resources the Battalion Chief has because he's sitting  
16 in a truck with a computer and he has everything in front of him.  
17 I have nothing but my memory and a radio and I'm all messed up. I  
18 asked him [REDACTED], are you -- Battalion Two, did you copy my  
19 traffic? He said yes and I said are you going to take command, or  
20 will you take command -- yes.

21 He did, he assigned Engine 11 to treatment sector. Meaning  
22 Engine 11, the Captain was going to receive resources, meaning  
23 Engine Companies and rescue for ambulances and he then was going  
24 to assign them to take care of the different patients.

25 So then I made my way back up to my Engine Company to assist

1 them with the firefight and determine if we had a hazardous  
2 materials situation. As I made my way up I noticed that the  
3 tanker portion of this tractor trailer had actually flipped over  
4 the median between the eastbound and westbound lanes of the 202.  
5 It was on its side and it was spilling liquid onto the ground. I  
6 looked at it closer and it appeared to be -- it was a very shiny  
7 silver milk truck and it was pouring milk out on the freeway.

8       So I just walked past that, knowing that wasn't a hazard,  
9 continued up to my crew and they had most of the fire  
10 extinguished, but they were short on -- we were out of water. We  
11 have no plugs on the freeway. We'd used up our 500 gallons of  
12 water to extinguish the fire, but we still had hot spots and they  
13 wanted more water to address more of those hot spots.

14       I asked Command for an additional engine for water and I  
15 believe I got Engine 273, which is a Tempe fire engine and they  
16 brought their hose line over and jumped the median from the  
17 westbound/eastbound lanes.

18       They assisted us with a little -- hitting a few more of the  
19 hot spots and seeing if there was any more fuel leaking. I  
20 believe the fuel tanks were intact on the tractor. As we walked  
21 around that truck that's when I noticed that the semi had run up  
22 onto a car and the car -- the back end of the car was pinned up  
23 under the front of the semi and a member of my crew said to me I  
24 think we have a body in there.

25       I walked up and looked in with my flashlight and it was a

1 little hard to distinguish at first, but yes there was a body  
2 burned quite badly, almost beyond recognition in the driver's  
3 front seat, you know, the driver's seat of the car. So I radioed  
4 to Command and let them know that we had an additional 901h, or a  
5 deceased person, in a car that was pinned under the front of the  
6 semi.

7       So they were aware of that and that pretty much ended -- as  
8 far as any other part of the incident that was kind of it for  
9 myself and my crew. I wasn't Command any longer, we just  
10 addressed diking the runoff from our water, the oil and stuff  
11 leaking out of it, the tractor portion, so it would runoff into  
12 the drains.

13       Then we loaded up our hoses and we just waited to see if we  
14 received any other assignment, which we did not -- from Command.  
15 Battalion Two ran the rest of it after that, got everybody treated  
16 and transported, other than the four that were deceased on scene  
17 and that was it. I think the whole thing wrapped up probably  
18 about 11 o'clock at night, 23 hundred. Not bad, that's --

19 Q. You got it taken care of pretty quick then, the fire and all  
20 that.

21 A. Yeah, we move quick.

22 Q. Was there -- so other than -- and the initial problem getting  
23 onto that exit at the 40th street, was what, traffic?

24 A. Right, so let me clarify. We were northbound on 40th street  
25 from our Station. Where 40th street intersects with the 202 there

1 is no on-ramp for the 202. So we took a right and stayed on the  
2 frontage road, the eastbound frontage road to 44th street and then  
3 we were able to access the 202 eastbound from the 44th street  
4 on-ramp. That's the next closest on-ramp, which put us in the  
5 right direction to come up on that accident.

6 Q. Now do you know -- I noticed it was -- so Tempe was the -- I  
7 know there was other Fire Departments that responded, but Tempe  
8 was -- probably came out and helped you get assisted with the --  
9 what was that 273, Engine 273?

10 A. Yeah, it was Engine 273. They were east -- and I don't know  
11 if there were any other Tempe companies, or units that responded,  
12 but I know that two engine -- Engine 273 was there and they were a  
13 Tempe Fire Engine, Engine Paramedic Unit.

14 They were on the eastbound -- I'm sorry westbound 202 and  
15 they stopped just -- let me see, they stopped just east of the  
16 overturned tanker. Then they were able to make their way over the  
17 median wall onto the eastbound 202 where they assisted us with  
18 continuing to extinguish the fire and then diking up the runoff  
19 from that so other fuel and oils and things that were coming off  
20 that burning engine didn't run into the storm drains.

21 Q. So then with Tempe, do you recall who was the Captain, or who  
22 was in charge for them by any chance?

23 A. Yeah, I do. I believe his last name was [REDACTED]. I actually  
24 -- I have the paper right here and I can look it up for you. I  
25 know that his last name was [REDACTED] --



- 1 Q. And he's a captain?
- 2 A. Yes, sir.
- 3 Q. He's on Engine 273 you said?
- 4 A. That is correct, yes. Now that was a B shift for Phoenix  
5 Fire Department. I don't know what shift that is --
- 6 Q. For Tempe?
- 7 A. For Tempe, I apologize. I don't know.
- 8 Q. Okay, well I got a name so that will help.
- 9 A. Okay.
- 10 Q. I'd imagine when they respond do they have to do some kind of  
11 report -- response report, a field incident report, anything like  
12 that?
- 13 A. No, the only people who have to do -- well, they don't to be  
14 honest with you, they don't. They were not Command so they don't  
15 have to do a report of any kind. Everything we do pretty much is  
16 computerized now so it's already in the system, but as far as what  
17 they did, tasks, the only thing they would have put in is if they  
18 were exposed to smoke, or products of combustion, they would have  
19 put that in the computer. Just to make sure that if something  
20 comes up later on in our careers we're covered.
- 21 Q. So most of the stuff -- most of the response -- that's going  
22 to be all in your CAD reports?
- 23 A. That is correct, yeah and it's quite lengthy.
- 24 Q. Yeah, because I know I requested that I gave -- I think it  
25 was [REDACTED] (ph.)?

- 1 A. Okay.
- 2 Q. That might be your general counsel, I don't know. I sent her  
3 a subpoena for -- get the dispatch catalogues, any incident  
4 reports that were written, as well as the PCR's for the transport.  
5 So Phoenix did all the transporting then?
- 6 A. That is correct sir, yes.
- 7 Q. I think I saw there was ten people that were transported.  
8 Okay, anything else, any questions for me?
- 9 A. No, not at all sir. I hope that what I remembered and was  
10 able to tell you helped --
- 11 Q. Yeah, it was very good description, excellent, yes.
- 12 A. Okay, well thank you. Obviously if you need to speak with me  
13 again --
- 14 Q. What's a good number for you?
- 15 A. Well, okay are you ready?
- 16 Q. Yes, sir.
- 17 A. It's [REDACTED].
- 18 Q. Okay.
- 19 A. I think at this point because it's vetted and everything is  
20 okay through the Fire Department it's -- feel free to contact me.  
21 So we can discuss this more if you need be.
- 22 Q. Great and then I guess I'll just -- I'd seen in the one email  
23 that I guess I'll just wait for Battalion Chief [REDACTED]  
24 [REDACTED], to give me a call.
- 25 A. Yeah, okay.

1 Q. So again thanks for taking the time to give me a great  
2 description of what you did and sounds like you did a great job.  
3 So as for ejections, you think you saw one person that was out on  
4 the ground, do you recall seeing any others that were deceased  
5 laying out?

6 A. The second person that I came to was on --

7 Q. First one was the truck driver you said, right?

8 A. Right, the first one was the truck driver. The second one  
9 was a young woman. She was laying supine, face up, a DPS officer  
10 was standing over her and that was the next person I came to.

11 She was out of the vehicle -- now I don't know if she was  
12 ejected from the vehicle, if she was removed from the vehicle by  
13 all the people that were trying to help, I don't know. She was on  
14 the ground, she was obviously deceased.

15 The only other two deceased people that I saw on the ground  
16 were on the ground after they had been extricated from the  
17 vehicles that they were found in by Ladder 11 and Squad Eight's  
18 crew, who extricated them, removed them from the vehicle and they  
19 were found to be deceased and they were left on the ground at that  
20 time.

21 Q. Is there -- how many extrication was involved, or is that  
22 maybe something I should to talk to [REDACTED] about?

23 A. Yeah, I think it would be a good idea to talk with [REDACTED]  
24 about it because then he can put you in touch with the Ladder  
25 Captain who was involved and he can kind of tell you about the

1 extrication.

2           How detailed it was, how involved it was, how lengthy -- I  
3 know in a situation like that where there's so much damage you  
4 kind of through the textbook away and just start cutting parts of  
5 the car away so you can get these people out. But because I  
6 wasn't there at that point of the incident, or that location of  
7 the incident I really couldn't tell you.

8           MR. KAMINSKI: Right, okay, fair enough. Well, Captain, I  
9 appreciate you taking the time to give me a great description  
10 here. Nice job out there and --

11           MR. [REDACTED]: Okay, thank you. Good luck with your  
12 investigation.

13           MR. KAMINSKI: I appreciate that, thank you. We're getting  
14 things together pretty good here. DPS has been a lot of help and  
15 those guys are really stretched right now too with everything  
16 that's going on and other crashes and things like that. So  
17 they've been great to work with.

18           MR. [REDACTED]: Okay, good.

19           MR. KAMINSKI: Yeah, we'll get it figured out here.

20           MR. [REDACTED]: Okay, very good.

21           MR. KAMINSKI: Again, thanks very much and you be safe out  
22 there, sir.

23           MR. [REDACTED]: All right, thank you. You too, sir. Have a good  
24 day.

25           MR. KAMINSKI: You too sir, bye.

(Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

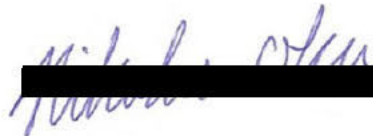
IN THE MATTER OF: FATALITIES DUE TO MILK TANKER  
ACCIDENT IN PHOENIX, ARIZONA  
ON JUNE 9, 2021  
Interview of Captain [REDACTED]

ACCIDENT NO.: HWY21MH008

PLACE: Via Telephone

DATE: June 16, 2021

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.

  
[REDACTED]

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NIKOLAS OKA  
Transcriber