

Hendricks Air Park Plane Crash Events Sequence

Event 1.0

BC-1 receives call to respond to report of a light cargo plane down at the local executive airport, Hendricks Air Park.

Event 2.0

BC-1 responds (E-1, E-2, T-1, EMS-1 also dispatched). Enroute, BC-1 queries dispatch for more information (presence of fire, smoke and injuries). Dispatch reports at least one person outside plane. Additional person or persons may be still in plane. But this is not confirmed.

Event 3.0

E-1 is first arriving unit and is met at entrance by airport manager, and directed to site of crash at end of runway. E-1 C/O reports arrival and conditions, and establishes command. E-1 C/O reports there is a small cargo plane down short of runway, no fire visible, one victim lying on ground. Reports visible fuel leak, spilled packages including some marked with biohazard symbol, and possible package breach and product leakage. Establishes Sebers Field command

Event 4.0

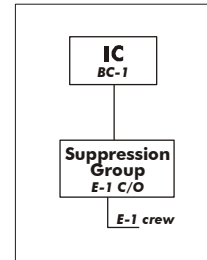
E-1 C/O interviews victim, who is on ground and appears injured but conscious. Victim identifies himself as pilot, says "Copilot is still in plane and appears to be seriously injured- may be dead. Don't know what we hit- might have been a wind shear." Pilot advises they were transporting medical supplies including hazmat for local hospital. E-1 C/O directs crew to move victim to a safe area on backboard.

Event 5.0

BC-1 arrives on scene and reports arrival. Gets briefing from E1 that plane apparently crashed on landing, fuel is visibly leaking but no fire yet, there is an injured victim- the pilot- that has been removed to a safe area, the copilot is reported to still be in plane and is reported to be seriously injured or dead, , plane cargo is medical supplies including hazmat, some cargo is spilled out including containers marked with a biohazard symbol, some cargo containers appear to be leaking.

Event 6.0

BC-1 assumes command. IC quickly identifies initial issues (victims, possible fire risk at plane, hazmat spill and hazard) and quickly sets initial incident objectives. Priorities are: 1. Extrication and treatment of victims; 2. Fire Protection; and 3. HazMat Control. Because of the eminent danger of ignition from the aircraft fuel that will impede rescue and all other operations, IC decides he must address fire protection first before rescue/extrication. IC directs E1 to be the Suppression Group and to lay down a blanket of foam over the leaking fuel.

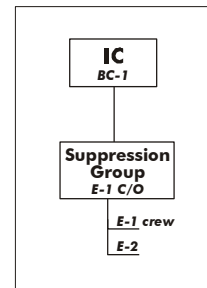


Event 7.0

IC notifies dispatch and all enroute units that this is a hazmat incident with victims. Establishes command post at end of runway (upwind and outside ERG Guide 111 recommended 330 foot isolation zone for mixed load/unidentified cargo hazmat incident). Establishes staging area on west side of runway. Calls for a hazmat team, second EMS unit, a third engine company, and second BC. Requests a water tender for water supply due to lack of hydrants near the end of the runway. Tells dispatch to notify health department and environmental office of probable hazmat release from breached medical supply transport containers, that product is unidentified and quantity released is unknown, and that it may involve radiological materials. Tells dispatch to notify NTSB of the plane crash, that it involves injuries and that it may involve a fatality. Requests law enforcement to secure area.

Event 8.0

E-2 reports arrival on scene. IC assigns E-2 to Suppression Group. (show two lines off E1 flanking the plane.)

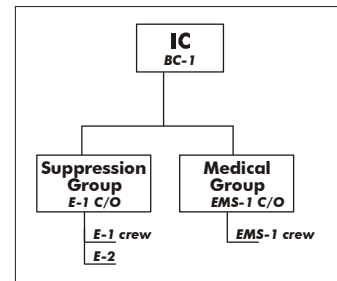


Event 8.5

Suppression Group successfully applies foam blanket over fuel spill and aircraft.

Event 9.0

EMS-1 reports arrival. IC assigns EMS-1 as the Medical Group and directs them to treat injured pilot.



Event 10.0

Crowd growing at end of runway. Law enforcement arrives at CP. IC directs law enforcement to secure area, keep staging, CP, and runway area in between clear, keep access road clear, block traffic at access road entrance.

Event 11.0

Suppression Group maintains proper distance and performs 360 degree recon of incident (as required of a hazmat operations level initial response)while maintaining foam blanket. Suppression Group reports that they can see the co-pilot, dismembered and entangled within the wreckage, obviously dead. Reports no sign of any other victims. Reports no additional cargo spill on other side of airplane.

Event 12.0

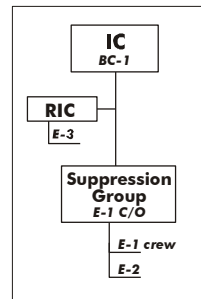
IC calls dispatch to notify coroner of deceased victim and to notify NTSP that the plane crash does have a fatality.

Event 13.0

Medical Group reports pilot has been stabilized, gross decon has been performed, victim ready for transport. EMS-1 departs scene, transporting pilot.

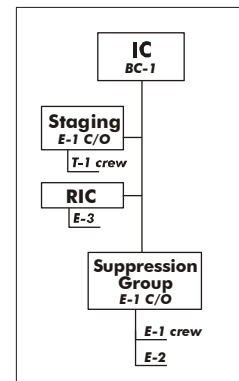
Event 14.0

E3 reports arrival on scene and is assigned as the RIC.



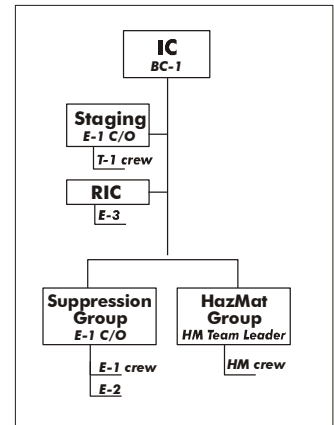
Event 15.0

Truck 1 reports arrival on scene and is assigned as the Staging Area Manger. Is advised by IC to prepare to do an extrication of the deceased copilot. (IC will hold them at staging until incident is stabilized before assigning them to do extrication of body)



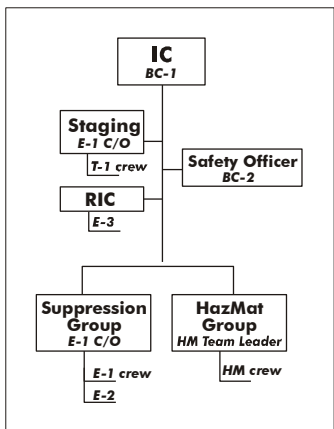
Event 16.0

Hazmat 1 reports arrival on scene. IC assigns them as the Hazmat Group. Directs Hazmat Group to ID any hazmat released and to control all hazmat spills and releases. Alerts Hazmat Group that there is a fatality in the aircraft.



Event 17.0

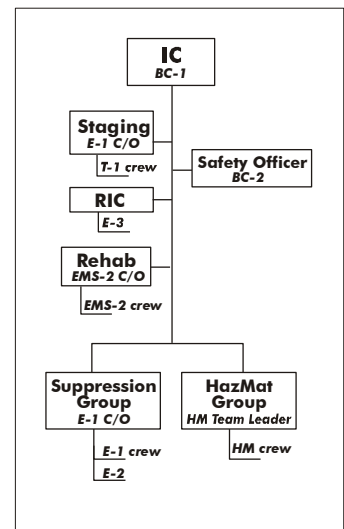
BC 2 reports arrival on scene and is assigned as the Safety Officer by the IC. He is to coordinate with the Assistant Safety Officer who is a member of the Hazmat Team (as required by CFR 1910.120).



Event 18.0 Hazmat group in level B approaches aircraft which is now covered with foam. Using radiation detectors they identify that there is no radiation leak.

Event 19.0

Hazmat Group rights the leaking container, which they identify and report as containing a biohazard. They neutralize the leaked biohazard fluid with bleach and place in a sealed container. They retrieve manifest, identify no other hazards, and report the hazmat release stabilized. They advise that full ppe is acceptable to go in and extricate the dead co-pilot.

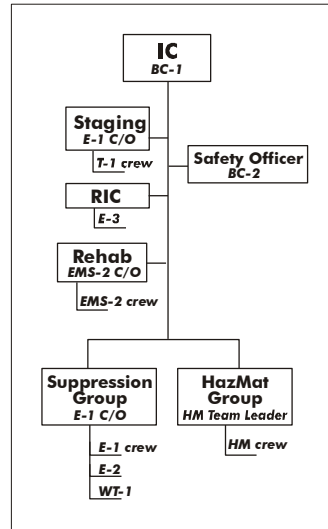


Event 20.0

EMS 2 reports arrival on scene and is assigned as REHAB.

Event 21.0

Tender 1 reports arrival on scene and is told to report to the Suppression Group for water supply.



Event 22.0

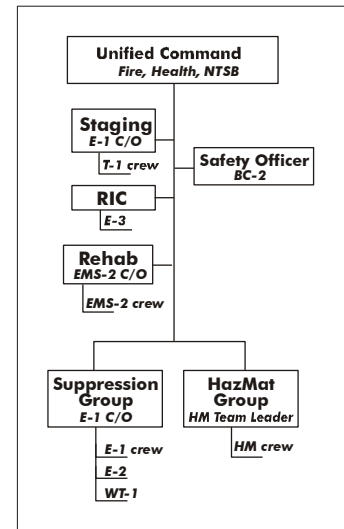
Coroner arrives on scene and prepares to receive body of copilot.

Event 23.0

Contractor arrives and off loads remaining fuel.

Event 24.0

NTSB and Health Dept. arrive on scene and form a Unified Command with the BC. (show on org. chart that command is now a Unified Command involving fire, health and NTSB)

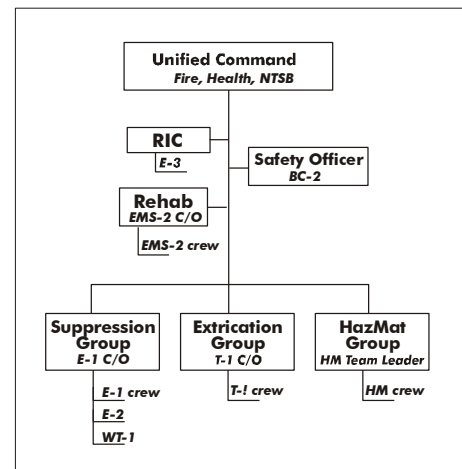


Event 25.0

T1 is assigned as the Extrication Group and removes the body of the copilot which is given to the care of the coroner.

Event 26.0

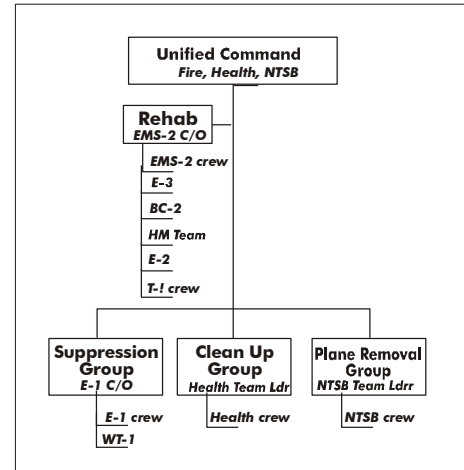
2nd contractor arrives and off loads medical supplies and cargo.



Event 27.0

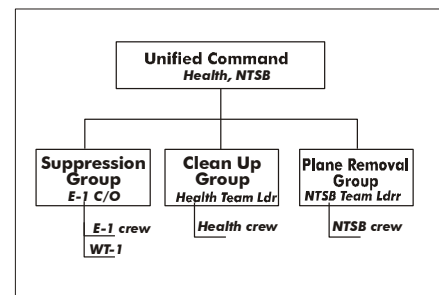
Hazamt Group performs decon as needed on E-2,T-1, , and BC-2, then all are released to rehab and returned to service.

E-1 remains as suppression group and E-3 remains as RIC, and EMS-2 stays as Rehab, to provide fire protection until plane is removed.



Event 27.0

Fire's involvement in the Unified Command is terminated and the NTSB and Health Dept. continue in a Unified Command. BC-1 returns to service. E-1 remains reporting to the Unified Command.



Event 28.0

Contractor offloads all medical supplies.

Event 29.0

NTSB removes plane. E-3 performs gross decon on E1 and both are released to rehab, then returned to service. EMS-2 is returned to service, and NTSB's involvement in the unified command is terminated.

Event 30.0

EPA assumes command and to begin the clean up of fuel.

Notes- Hazmat will do decon once they get on scene. Any decon prior to that is "gross decon." (soak them with a hose line.) RIC should be shown close to scene not have their engine in staging.

