

**A** FDID 32060 State WI Incident Date 05/10/2008 Station 1 Incident Number 08-0000150 Exposure 000  Delete  Change  No Activity **NFIRS -1 Basic**

**B Location\***  Check this box to Indicate that the address for this incident is provided on the Wildland Fire Module In Section B "Alternative Location Specification". Use only for Wildland fires. Census Tract 2416 - 7

Street address  Intersection  In front of  Rear of  Adjacent to  Directions

Verde Valley RD N  
Number/Milepost Prefix Street or Highway Street Type Suffix

Onalaska WI 54650  
Apt./Suite/Room City State Zip Code

Keil Coulee RD  
Cross street or directions, as applicable

**C Incident Type \***  
341 Search for person on land  
Incident Type

**E1 Date & Times** Midnight is 0000  
Check boxes if dates are the same as Alarm Date. ALARM always required

Month Day Year Hr Min Sec  
Alarm  05 10 2008 23:48:28

**E2 Shift & Alarms** Local Option  
A 01 3  
Shift or Alarms District Platoon

**D Aid Given or Received\***

1  Mutual aid received  
2  Automatic aid recv.  
3  Mutual aid given  
4  Automatic aid given  
5  Other aid given  
N  None

Their FDID Their State  
Their Incident Number

ARRIVAL required, unless canceled or did not arrive

Arrival  05 10 2008 23:54:31

CONTROLLED Optional, Except for wildland fires

Controlled  05 11 2008 19:00:00

LAST UNIT CLEARED, required except for wildland fires

Last Unit  05 11 2008 23:54:31

Cleared

**E3 Special Studies** Local Option  
Special Study ID# Special Study Value

**F Actions Taken \***

21 Search  
Primary Action Taken (1)

23 Extricate, disentangle  
Additional Action Taken (2)

81 Incident command  
Additional Action Taken (3)

**G1 Resources \***

Check this box and skip this section if an Apparatus or Personnel form is used.

Apparatus Personnel  
Suppression 0007 0015

EMS

Other

Check box if resource counts include aid received resources.

**G2 Estimated Dollar Losses & Values** **LOSSES:** Required for all fires if known. Optional for non fires. **None**

Property \$  ,  000 ,  000

Contents \$  ,  000 ,  000

PRE-INCIDENT VALUE: Optional

Property \$  ,  000 ,  000

Contents \$  ,  000 ,  000

**Completed Modules**

Fire-2  
 Structure-3  
 Civil Fire Cas.-4  
 Fire Serv. Cas.-5  
 EMS-6  
 HazMat-7  
 Wildland Fire-8  
 Apparatus-9  
 Personnel-10  
 Arson-11

**H1 \*Casualties**  None  
Deaths Injuries  
Fire Service    
Civilian 003

**H2 Detector** Required for Confined Fires.  
1  Detector alerted occupants  
2  Detector did not alert them  
U  Unknown

**H3 Hazardous Materials Release**

N  None

1  Natural Gas: slow leak, no evacuation or HazMat actions  
2  Propane gas: <21 lb. tank (as in home BBQ grill)  
3  Gasoline: vehicle fuel tank or portable container  
4  Kerosene: fuel burning equipment or portable storage  
5  Diesel fuel/fuel oil: vehicle fuel tank or portable  
6  Household solvents: home/office spill, cleanup only  
7  Motor oil: from engine or portable container  
8  Paint: from paint cans totaling < 55 gallons  
0  Other: Special HazMat actions required or spill > 55gal., Please complete the HazMat form

**I Mixed Use Property**

NN  Not Mixed  
10  Assembly use  
20  Education use  
33  Medical use  
40  Residential use  
51  Row of stores  
53  Enclosed mall  
58  Bus. & Residential  
59  Office use  
60  Industrial use  
63  Military use  
65  Farm use  
00  Other mixed use

**J Property Use\* Structures**

131  Church, place of worship  
161  Restaurant or cafeteria  
162  Bar/Tavern or nightclub  
213  Elementary school or kindergarten  
215  High school or junior high  
241  College, adult education  
311  Care facility for the aged  
331  Hospital

341  Clinic, clinic type infirmary  
342  Doctor/dentist office  
361  Prison or jail, not juvenile  
419  1-or 2-family dwelling  
429  Multi-family dwelling  
439  Rooming/boarding house  
449  Commercial hotel or motel  
459  Residential, board and care  
464  Dormitory/barracks  
519  Food and beverage sales

539  Household goods, sales, repairs  
579  Motor vehicle/boat sales/repair  
571  Gas or service station  
599  Business office  
615  Electric generating plant  
629  Laboratory/science lab  
700  Manufacturing plant  
819  Livestock/poultry storage (barn)  
882  Non-residential parking garage  
891  Warehouse

Outside

124  Playground or park  
655  Crops or orchard  
669  Forest (timberland)  
807  Outdoor storage area  
919  Dump or sanitary landfill  
931  Open land or field

936  Vacant lot  
938  Graded/care for plot of land  
946  Lake, river, stream  
951  Railroad right of way  
960  Other street  
961  Highway/divided highway  
962  Residential street/driveway

981  Construction site  
984  Industrial plant yard

Lookup and enter a Property Use code only if you have NOT checked a Property Use box:  
Property Use 900  
Outside or special property,  
NFIRS-1 Revision 03/11/99



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08-0000150  
Incident Number \*

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Exposure \*

Complete  
Narrative

**Narrative:**

At 23:44 hours I received a call from EDC, indicating that LaCrosse Sheriff Deputy Brian Wysbacki was on the line for me, and the call was transferred to me. He indicated that a resident called reporting that he could hear a helicopter flying overhead, and suddenly the sound of the motor disappeared followed by a loud crashing sound. Upon receipt of this information, I pulled the map from the board in the dispatch office and called the entire crew together to review the information I was advised of. Immediately, apparatus and complete crews received assignments with 369 responding as command. The pre-determined location of the command post (Medary Town Hall) was conveyed to apparatus who also were giving search areas prior to leaving the station. Their assignment consisted of all roads in the area of the callers address. The call came in from [REDACTED]. (Stephen Heslip [REDACTED]) We were also advised that there were 3 occupants in the aircraft (All crew) on take off, and that they left LaCrosse Airport at 10:40 PM. and had taken on 75 gallons of fuel prior to take off. At 11:15 PM. Madison contacted the Sheriff Department and indicated that they have not had any contact with the aircraft since. Our crews did not find any evidence of any aircraft from a rapid first pass along all roads in the valley. They utilized thermal imaging cameras as well as their vision. Since the first pass through the area did not find anything, I requested the county communication bus be sent to our location to begin a proper unified command post. Command did not ask for the county mass casualty team, but they were dispatched simultaneously. West Salem and Campbell Fire were requested to report to the command post, to assist with a foot search of the area. The weather was a steady drizzle with significant fog in the coulee's, that hampered our visibility. Assignments were made to agencies upon their arrival and sectors to search by foot and ATV's . Due to the very limited sight distances, and the lack of GPS on any units involved, crews had a difficult time following any pre-determined search assignments. Dispatch attempted to contact all cell phones assigned to the crew members, and were only able to leave messages in the voice mails for whatever phone (s) were operating. Unfortunately, the cell provider (US Cellular) did not immediately update any internal GPS on phones immediately until an outgoing call was placed or a period of 2-4 hours. The Civil Air Patrol was requested to report to the command post, and they advised that they would be monitoring the signal from the ELT on board the aircraft. Upon their arrival, they informed me that their mobile units did not pick up any signal, and they were going to do a search of the area with external antenna mounted on Sheriff units to obtain a better signal. This again, did not pick up any signal, so we plotted the flight of the aircraft (120 degrees) onto our search map. We thought of the call earlier from a resident on Critter Court in Onalaska, that she thought she saw sparks coming from the building at about 10:30 PM. We drew a straight line from her location and noticed that her residence was in a straight line to our search area, and perhaps there was some connection to her seeing the impact of the aircraft. This was later determined to be a bad lead as a result of interviewing here with a member of the FAA Team. At approximately 02:00 hours, we received information that the cell tower in the area of French Road in Onalaska picked up one of the cell phones receiving the signal to the north of the tower site. I relocated resources to the large marsh area behind Critter Court and Gunderson Clinic, aided by ATV's and night vision goggles. We did however continue our search efforts in the original area of the caller. At about 01:40, deputy Wysbocki came to the command post and asked if I would go for a short ride with him and give an opinion as to what he thought may have been a fire to the west of the location. This looked like a substantial fire to me and upon further review with binoculars, I saw smoke emitting from the location about a mile away. We both drove as close as we could, up to a residence at the end of Miller Road. He attempted to bring the homeowners to the front door and I continued to look at the area at the top of the bluff (about 1/2 mile to the west) There was no response from the residents of the home and we returned to the command post. I picked up FF Wayne Nagy and returned to the high point we first observed this location, and we could not even see the bluff due to fog. However Wayne

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Complete  
Narrative

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Exposure

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**Narrative:**

proceeded to the general location to size-up the best approach to begin walking to the location as I assigned firefighters from West Salem to assist him. The most likely reason that it appeared to be a fire, once they got to the location, was that the orange glow was the high pressure sodium lights from the National Weather Service Station in the area. At about 04:00 hours, the phones were again updated from calls being placed from EDC and the tower hit was in the area of our search area, and near the command post. After determining the side of the tower that was hit with the signal, a radio transmission was made from command to search groups in the field, to determine if anyone was in the area of this tower. FF Jeremy Southworth indicated that he had the tower directly at his back. With a bit of fine tuning, he began walking in a easterly direction, that was as close to our estimates to the 120 degree flight course of the aircraft. The area he was in is very hilly and steep. He reported limited visibility due to fog, but at 08:26:03 they contacted the command post via cell phone that they had found the debris field and the aircraft. It was conveyed that there were 3 individuals in the wreckage and they were deceased. I went to the site and met with the search team and reviewed what was in the area. Immediately, firefighters began to run barricade tape beyond the debris area and we contacted the sheriffs office to report to the scene. FAA contacted command in the crash area and advised that they were on their way from Milwaukee, and that they wanted the occupants of the aircraft removed prior to their arrival. This was confirmed with Captain Wackafuss of the sheriffs department. Assignment of crews and equipment were assigned to conduct extrication of the victims, and the coroner was contacted to report to the scene. He photographed the site and extrication began. I returned to the command post to conduct a press conference with the media that was beginning to grow quite extensively, and they wanted something. I conducted the press conference and returned to the crash site for their status. The victims had been extricated, and we waited for FAA and NTSB to arrive on scene. Upon arrival of FAA Tim Anderson, we reviewed what had occurred during the incident at the site. We remained on site until 20:28:54 on 5/12/08, and left scene with FAA and Sheriff department.

Donald Dominick