

Maryland State Police
District Heights, MD
September 27, 2008
MIA08MA203

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.**

ATTACHMENT 8

PGFD INCIDENT REPORT

3 Pages

Incident Report

Prince George's County Fire/EMS - LIVE

2008-2720018 -000

Basic

Alarm Date and Time	00:41:09	Sunday, September 28, 2008
Arrival Time	01:12:11	
Controlled Date and Time		
Last Unit Cleared Date and Time	16:58:57	Monday, September 29, 2008
Response Time	0:31:02	
Priority Response	Yes	
Fire Department Station	S37	
Incident Type	352 - Extrication of victim(s) from vehicle	
Initial Dispatch Code	PLANE	
Aid Given or Received	N - None	
Action Taken 1	22 - Rescue, remove from harm	
Action Taken 2	23 - Extricate, disentangle	
Action Taken 3	24 - Recover body	
EMS Provided	Yes	
Apparatus - Suppression	27	
Personnel - Suppression Personnel	8	
Hazardous Material Released	4 - Kerosene - fuel burning equipment/portable storage	
Property Use	669 - Forest, timberland, woodland	
Location Type	Address	
Address	WALKER MILL REGIONAL PARK	
City, State Zip	Prince George's Cty, MD 20774	
District	37	
Directions	WALKER MILL REGIONAL PARK	
Map Page	3703	

Narratives

Narrative Name	CAD Narrative
Narrative Type	CAD Narrative
Author	- ,
Narrative Text	CAD Case # : PF0800099565
Narrative Name	New Narrative
Narrative Type	Incident
Narrative Date	10:09:26 Tuesday, September 30, 2008
Author	5954 - WHITE, STEVEN E
Author Rank	BC
Author Assignment	1
Narrative Text	At 2353 (Inc. 082720018) Amb.823 and 827 were dispatched to Trooper 2's hanger at Andrews AFB to rendezvous with the Trooper and pick up patients. Around 0045 PSC called BC803 (White) to advise that the Trooper was missing and MSP was requesting Fireboard. BC803 asked PSC what MSP was requesting as far as units. They advised that they were not sure, so BC803 advised that he would go to MSP Barricks and set up a command post and identify what units were needed. While enroute, EMS 814 advised that he was at the Barricks and he would wait for BC803. Upon arrival BC803 met with the Seargent and worked to identify what resources they needed, what areas had been searched and what areas needed to be searched. BC 803 worked with Lt. Morris (MSP) to attempt to establish a grid search of the area. BC803 requested PSC 1, Duty Chief 800 (MSP Barricks), E826, E837(already searching with C837A), MP837, MP833, BX 843 and BX 823 to go search areas off Ritchie Road, and the construction sites along the Beltway. This

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area was determined based on the information received by MSP, looking at an ADC map, and estimating the last known location of the aircraft. MSP and PGPD already had numerous units searching throughout the area. BC801 and Chief 837A were requested to set up a satellite command post at the new Chick Filet Restaurant to coordinate search efforts in those areas. At approx. 0118 (CAD) information was relayed that the last ping off one of the cellphones was coming from the cell tower on East Hampton Rd. Units in the area were advised and worked on searching the Industrial Park area and the construction sites. Units were having some difficulty accessing some of the construction sites due to the amount of mud, the BX units and MP's were advised to meet up with C837A /BC801 and determine which sites to check. At approx. 0201 command was advised that a MD Park Police Officer was in the area of Ritchie Rd and Walker Mill Rd with an odor of fuel. Command advised E826 who was in the area of Walker Mill Park of this and they attempted to locate the officer who had the odors location. At 0204 Command was advised an Officer had found the helicopter in the woods off Berry Ln. off Ritchie Rd. Units were redirected to the area. Duty Chief 800 remained at MSP Barricks as BC803 and EMS 814 went to the scene. Chief 837A arrived with E837, MP837, EMS801, E826 and established the Berry Ln. Command Post. BC801 arrived and was given rescue division. BC 803 worked with C837A to conduct overall operations. It was determined that there was 1 survivor and 4 fatalities. The one survivor did not need extrication from the aircraft, however the victims would. EMS was administered to the patient and she was gross deconned and transported at 0239 to PGHC via MD 829 and A827. Hazmat Units were requested due to the amount of fuel spilled. Duty Chief 800 (Andrecs) arrived on the scene along with PSC 1. BC 803, DC 800 and a representative from MSP worked to establish a list of incident objectives. Once the lone survivor was removed and it was identified that there were no other life safety issues, a perimeter was established with MSP to isolate the area. Several of the units were returned to service while the Fire Department was in standby mode. Hazmat units checked the creek and worked to establish a foam protection line coming from the Walker Mill Park side so they would not have to work through the debris field. Rescue Squad 808 and MP 837 were utilized to set up lights for the scene. BC 801 worked with Andrews AFB to get light carts and other equipment that would be necessary for the extrication. (Crane) BC 803 was taken to the scene to start identifying what resources would be necessary for the extrication of the victims. Units from the FD were in support mode (canteen units, lights, gators) as necessary until it was deemed by MSP, NTSB, and ME that extrication would begin. At 0700, Duty Chief 800 (Andrecs) transferred with Duty Chief 800 (Thomas). The crew RS 808 was relieved by the oncoming crew and TR 822 was requested to the scene to assist with the extrication. MP 837, MP 833, HM 830, U12, C812, C812B established a foam line at the foot bridge off of the Walker Mill Park side. These units remained throughout the incident and extrication. At approximately 0830 the extrication of the victims was commenced. There was a briefing of all agencies on the scene about the extrication and safety concerns. BC 803 (White) handled operations of the extrication. RS808 and TR 822 were the units that performed the extrication. The first victim extricated was the pilot. Upon completion of the pilot's extrication, units worked on removing the large tree that was in the middle of the aircraft, with approval of ME and NTSB. Crews utilized a crane from Andrews AFB to assist in removing the tree. Once the tree was removed, the area was cleared so the ME and other agencies could gather necessary pictures and information. Once the other agencies gathered their information, extrication efforts were commenced again to gather access to the patient compartment of the aircraft. Once access was gained

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the area was again cleared for more information/pictures to be gathered by the investigating agencies. Upon resuming extrication efforts it was determined that the Volunteer Provider would be the next victim extricated. Upon her extrication, FD units were again cleared from the scene for information/picture gathering. Once extrication efforts were commenced again it was determined that the last two victims would be removed simultaneously. (Per ME) Throughout the extrication, Operations (BC803) was in contact with representatives from MSP, ME and NTSB, there were several small pauses in the operation to ask technical questions and allow for pictures and other informational gathering that was requested. At approximately 1430, the last victim was removed from the aircraft. Units then worked to get equipment back to apparatus and were debriefed by the County's EAP personnel. The last units cleared the scene around 1640 hours. However units had to remain out of service for a while to decon equipment, decon themselves, and replace some gear. There was one FD injury on the scene. ID 16200 injured his ankle during initial operations.

End of Report