Ramada Inn
Air Crash and Fire
Wayne Township, Indiana
Ramada Inn
Air Crash and Fire
Wayne Township, Indiana
(October 20, 1987)

Investigated by: Randolph E. Kirby

This is Report 014 of the Major Fires Investigation Project conducted by TriData Corporation under contract EMW-86-C-2277 to the United States Fire Administration, Federal Emergency Management Agency.
<table>
<thead>
<tr>
<th>Issues</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cause of Fire</td>
<td>Military aircraft crashed into building, igniting its fuel.</td>
</tr>
<tr>
<td>Fire Fighting</td>
<td>Airport Fire Department arrived in one minute. Fire knocked down within three minutes - example of having right equipment at the right time.</td>
</tr>
<tr>
<td></td>
<td>Lack of information on whether plane was armed partially delayed search efforts. Quicker access to military is needed.</td>
</tr>
<tr>
<td>Building Structure</td>
<td>Building held up well. Was soundly constructed, with masonry and fire proof steel components.</td>
</tr>
<tr>
<td></td>
<td>Flexicore concrete panels in floor/ceiling assembly helped channel heat away from fire source.</td>
</tr>
<tr>
<td></td>
<td>Double pane windows prevented fire and smoke from entering building in many areas.</td>
</tr>
<tr>
<td></td>
<td>Interior walls and doors restricted or impeded movement of fire and smoke.</td>
</tr>
<tr>
<td>Fire Protection Equipment</td>
<td>Smoke alarms in each room and automatic fire alarm alerted guests and employees. There was no sprinkler system.</td>
</tr>
<tr>
<td>Issues</td>
<td>Comments</td>
</tr>
<tr>
<td>------------------</td>
<td>--------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Incident Command</td>
<td>Strong, coordinated command, through most of incident.</td>
</tr>
<tr>
<td></td>
<td>Wayne Township Fire Department's Disaster Plan was successfully used.</td>
</tr>
<tr>
<td>Evacuation</td>
<td>Guests and employees evacuated on their own upon hearing fire and smoke alarms.</td>
</tr>
<tr>
<td></td>
<td>Difficulty in accounting for all guests and employees.</td>
</tr>
<tr>
<td>Communications</td>
<td>Problems with communications among fire departments, especially between vehicles.</td>
</tr>
<tr>
<td>Media Relations</td>
<td>Wayne Township Fire Chief gave frequent press releases. Used media to request hotel guests to report in. Proactive media relations successfully minimized distraction from fire fighting effort.</td>
</tr>
</tbody>
</table>
OVERVIEW

On October 20, 1987 at 0911, the control tower at the Indianapolis Airport was advised by the pilot of an A-7D Corsair single-engine military aircraft of an intended emergency landing due to engine failure. The Airport Fire Department began its normal response to set up on the intended runway.

Due to low weather ceiling and poor visibility the plane overshot the intended runway, circled the airport and attempted to fly to an alternate runway. The Fire Department, having seen this, attempted to follow the aircraft. The pilot, unable to maintain altitude, ejected from the aircraft at approximately 500 feet.
The unoccupied aircraft careened off the roof of a Bank One branch building in the 5600 block of Bradbury Avenue in Wayne Township, crossed the street, hit an embankment, went airborne for approximately 25 feet and bellied into the front of the Ramada Inn. The aircraft shattered into many pieces, sending the cockpit and engine into the lobby and its wings to the top of the carport and upper floors of the hotel, simultaneously igniting its approximately 20,000 lbs. of fuel. Nine employees of the hotel were killed, all in the lobby and areas adjacent to the lobby. Four non-fire fighters were injured: an employee, a visitor to the hotel, a guest and the pilot. The visitor's injuries were critical. In addition, three fire fighters were injured. (See in Appendix 3.)

Arriving within one minute of the aircraft's impact, the Airport Fire Department crash crew began a fire suppression and rescue operation which later proved to be the most important factor in minimizing deaths and injuries.

STRUCTURES AND CODES

Ramada Inn -- The Ramada Inn is a 7-story brick building with 165 rooms. It is located in an area called Park Fletcher within the Wayne Township jurisdiction, less than one half mile from the airport, and in close proximity to other hotels, and manufacturing and commercial buildings. The Ramada has enjoyed a very good fire history and fire code compliance. It was built approximately 20 years ago under the I.C.B.O. code and is constructed entirely of fire resistant materials. The structure is steel reinforced concrete with masonry block walls between rooms, and floor-ceiling assemblies of Flexicore panels.

The exit corridors are at least one hour fire-rated. Each of the seven floors is served by two fire proof stairwells located on opposite ends of the building. The first floor is 200 ft. x 100 ft; the tower section (second through seventh floors) is 200 ft. x 40 ft. The interior finishes are primarily vinyl wall coverings and commercial grade wall-to-wall carpet.
The first floor exiting is by way of corridors to the east and south of the building and front lobby. The kitchen and banquet rooms exit directly to the outside on the south end of the building. The restaurant and cocktail lounge have exits directly to the outside at the north side of the building as well as through the lobby. The second through the seventh floors exit through a center interior corridor to a fire tower located at each end of the corridor.

**Bank One** -- The Bank One building, located directly across from the front entrance of the Ramada Inn, is a one-story building, approximately 60 ft, x 60 ft. It is constructed of masonry material with a steel joist supported flat roof assembly. Both the bank and the Ramada Inn are on Bradbury Avenue,

**OCCUPANTS**

Approximately 130 guests were registered at the Ramada Inn the day of the fire plus an unknown number of employees. A hotel staff meeting was scheduled to take place on October 20, the day of the fire, but had been cancelled the day before. Therefore not as many employees were in the hotel at the time of the fire as might have been.

In July of 1987, following a mattress fire, the Wayne Township Fire Department had instructed the employees of this hotel in fire safety. This included procedures to follow regarding fire department notification and building evacuation. Thus, the employees had had recent fire safety training at the time of the fire; none were injured after the initial crash.

**FIRE PROTECTION SYSTEMS AND EQUIPMENT**

The Ramada Inn has a six inch standpipe system with two 1 1/2 inch hose outlets located on every floor, one at each end of the corridor. Portable fire extinguishers are located in the same areas. The building is equipped with an automatic fire alarm system and smoke detectors in each room. It is not equipped with an automatic sprinkler system.
The water grid system servicing the area around the motel is considered very good by fire department authorities. Fire hydrants are located strategically in close proximity to the Ramada. There was plenty of water for fire fighting.

FIRE DEPARTMENT EQUIPMENT AND TRAINING

The Wayne Township Fire Department has five fire stations with approximately 350 volunteer fire fighters. The department operates ten engines, three trucks, five advanced life support units, and three basic life support units. It is one of the largest and best organized volunteer departments in the nation.

The Indianapolis Airport Fire Department has one station with 26 fire fighters, three large crash trucks, one rescue vehicle, and one squad vehicle. The Wayne Township Fire Department was provided disaster training at the airport in May 1987. In addition, approximately 45 fire fighters from Wayne Township had completed an 80 hour course taught by the Airport Fire Department in Aircraft Crash and Rescue. Included in the 45 were four who were district chiefs or higher. The current disaster plan had been discussed within the Department on Monday, October 19, the day before the fire, and a mock disaster drill was planned for October 31. Their thinking about handling an aircraft disaster was right up to date.

Decatur Township Fire Department, which provided mutual aid, also received training in May 1987 at the airport firehouse. It included training on resupply and vehicle operation. In addition, Indianapolis, which also provided mutual aid, had several fire fighters who had recently taken disaster management courses at the National Fire Academy.

THE FIRE

The fire originated at 0917 in the front portion of the building. Upon impact, the cockpit and engine components of the A-7 aircraft went into the front lobby area. The A-7 is 48 feet long and 34 feet wide. Its wings severed from the main body of the aircraft, slamming into an area of the building just above the carport, blowing small pieces of metal through the windows of several rooms, and simultaneously igniting the remaining
fuel stored in multiple areas of the aircraft. A giant fireball momentarily engulfed the entire outside front of the hotel to about the fourth floor.

Within a minute after ignition, Airport Crash Truck 23 arrived on the scene and began attacking the fire with AFFF (foam) from the northwest corner of the building. Crash Truck 24 approached from the northeast corner of the building and joined Truck 23 in applying AFFF on the fire. Airport Unit 27 stopped on Bradbury Avenue, which was blocked by debris from the aircraft and from the damaged Bank One building. Its crew put on airpacks and entered the west side of the building looking for victims. Airport Unit 25 with two EMT's treated a burned employee who was coming through the east door. Another person, who had just stopped to use the phone at the hotel, was very badly burned and was found lying in the grass north of the carport. He was transported to the hospital by a private ambulance that happened to pass by. Information was obtained from one of the victims that people were trapped in the laundry room.

Within approximately three minutes the main body of the fire was knocked down. The Airport Chief ordered that the Wayne Township Fire Department be advised he was setting up a command post in a parking lot across the street from the hotel.

A major concern of the Airport Fire Chief at this time was whether the plane was carrying any armaments. The Airport Chief advised the Wayne Township Deputy Chief of this situation and radioed the Indianapolis Airport Authority to ask whether the aircraft had weapons aboard. An Indianapolis police officer was dispatched to the hospital to interview the pilot, who had survived a low-level bail-out and was conscious and in good condition after a quick medical check. It was learned from him that there were no armaments aboard, but the delayed information had already in turn delayed the search for victims.

Wayne’s Deputy Chief, after being notified of the situation, immediately ordered all rescue services to be put on standby. He requested equipment from the Indianapolis Fire Department and the Decatur Township Fire Department. He further ordered that roads leading to the hotel be sealed off and reserved for emergency use only. He also ordered the
command bus to be brought to the scene. He established an equipment staging area on a roadway in close proximity to the hotel.

Upon arrival of the Wayne Deputy Chief at the scene, he began directing the water resupply effort to the crash units. When the first Wayne rescue unit arrived, a search and rescue effort was organized and implemented.

When Wayne's Fire Chief arrived at the scene, he placed his Deputy Chief at the command post while he began directing the fireground suppression operation. Pumpers, aerial devices, and handlines were strategically deployed to all sides of the building. He sent personnel to the Bank One building to ascertain if rescue was needed, but the Bank One building had been vacated by its six employees and three customers, and there were no injuries or fire present.

The Wayne Fire Chief, concerned that all hotel occupants had not been accounted for, coupled with the fact that he had incomplete information regarding the number of people in the hotel, ordered a second search of the hotel. Meanwhile, fire personnel were assisting a person from the south side area of the building who had jumped from a third floor room onto the first floor roof of the kitchen area. This person was transported to the hospital for treatment for smoke inhalation and possible fractures.

The search of the hotel revealed that all the occupants had vacated the building. The best estimate of the number of registered guests was 130. However, this could not be confirmed at the time.

Approximately 25 minutes into the fire incident, the fire was essentially out with the exception of some scattered hot spots. Concerned with uncertain estimates and incomplete accountability of the occupants, the Wayne Fire chief ordered another thorough search of the building. Assisted by the Indiana State Fire Marshal's Office, a room to room search was implemented. This time, luggage tags and other paraphernalia that would identify the occupant was collected. Meanwhile, a second Indianapolis Ramada Inn was contacted to ascertain whether or not their registration computer system would be of help in this endeavor.
The second search turned up no occupants. As it turned out, they were part of the tremendous crowd that had gathered to watch the fire event. Only two guests were assisted from the hotel by the fire department during the whole incident. The others apparently left by designated exits. The guests and employees who were in the restaurant, banquet rooms, and kitchen left by exits opening directly to the outside from these areas.

The local media was requested to broadcast announcements asking any hotel guests to call the American Red Cross and report their whereabouts.

A total of 88 fire fighting personnel in 22 units from four departments participated in the incident. Another 20 agencies and business assisted. (See list in Appendix 12.)

OVERHAUL OPERATION

After the fire had been extinguished, the task of discovering and removing bodies was begun. Crews entering the lobby area began removing parts of the aircraft. They were amazed to discover the good condition of the main structural members of the building, given the intensity and amount of fire that was present in this area.

The aircraft cockpit and engine were the largest pieces of the aircraft found. Heavy equipment had to be summoned to remove the engine.

Three bodies were found in an area behind the reception desk on the first floor. Another body was found in an office behind the reception area. Two bodies were found in an office off the lobby area. Three bodies were found in the laundry room, located down the hall from the lobby. All fatalities were later identified as employees of the hotel. A temporary morgue was setup at the northeast end of the parking lot.

Overhaul of the second, third, and fourth floors, north side, revealed numerous pieces of the aircraft in several rooms. The main fuselage was located in the center of the building on the second floor. A large section which was believed to have been a part of the right wing was found on the collapsed carport. It still contained some fuel and had to be lifted off by use of a crane. The nosewheel and strut were located in the middle of Bradbury Avenue. The left main gear was located in the southwest corner of
the Bank One parking lot. The ejection seat and canopy were located behind the bank building, a few hundred feet away.

**FATALITIES**

As stated earlier, there were nine fatalities. Four were burned beyond recognition and had to be identified by utilizing medical and dental records. The remaining five died essentially from smoke inhalation and some thermal burns. All the victims had high levels of carbon monoxide, ranging from 4.1 percent to 76.8 percent. Those with the higher levels were located a distance away from the lobby. According to the Indianapolis Medical Examiner, these high levels of CO indicate that the victims had a momentary awareness of what was happening.

**INJURIES**

Those injured by the fire included one female employee who was in the laundry room and escaped through the east end exit of the building. She was transported to the hospital for treatment of burns to the face and hands. According to Chief Lamb, she said she had run through smoke to an exit with which she was familiar. All of those who stayed behind in the laundry room died.

Another injury victim was a hotel guest, rescued from the kitchen roof on the south side. He was transported to the hospital for treatment for smoke inhalation and possible fractures.

A third victim received burns over 95 percent of his body. He had entered the hotel to use the telephone and was outside heading toward his vehicle parked next to the carport when the plane crashed. He was transported to the hospital.

The pilot who parachuted from the plane landed a few blocks from the scene and was transported to the hospital for treatment of shock and possible muscle strains.

One fire fighter from the Airport Fire Department was transported and admitted to the hospital for smoke inhalation. Two Wayne Township fire fighters were treated for smoke inhalation and released.
The Chief of the Wayne Township Fire Department ordered a "debriefing session" for all personnel involved in the incident. A Wayne County psychiatrist/psychologist was asked to conduct the debriefing. He immediately began meeting with various groups and individuals to lend assistance to those who were having problems coping with the events. Thus far, the debriefing has proven to be invaluable in reducing the stress and psychological impact of the incident on the personnel involved in it.

Some of the employees who were working in the Bank One branch the day of the incident are receiving psychological counseling by a local professional.

DAMAGE ASSESSMENT

The fire completely gutted the lobby area and caused considerable heat and smoke damage to the east, center and south exit corridors. It also destroyed some vehicles outside the hotel. Amazingly, the main structural members of the building survived in excellent condition. This was due in part to rapid extinguishment and the fact that the main steel support beams had been sprayed with what was believed to be an asbestos material. There was no horizontal spread of the fire except in those areas where doors to offices were left open. The corridor walls and doors did an excellent job in fire containment.

The floor assembly, constructed of Flexicore concrete panels, withstood tremendous heat without any apparent structural failure. It is believed that this is due in part to the built-in cavities of the panels which may have distributed heat away from the source to a larger portion of the building.

Eight rooms on the upper floors were considerably damaged as a result of fire penetration from the outside, including from the fireball after the crash. There was no fire penetration from the inside of the building, floor to floor. The double glass panels used in the windows held up very well. In many places the inner glass remained intact even though the outer pane broke; fire and smoke did not get into those rooms. (Double pane
windows also proved effective in the Pebble Beach Urban Wildlands Fire.\(^1\) Some exceptions, of course, were where pieces of aircraft knocked windows out. There was extensive smoke damage in the building.

Separation walls, corridor walls, and doors also did exceptionally well in this incident. There were no noted failures of the components except where the force of flying debris in the area of impact caused failure.

The roof of the Bank One building was struck by the plane's landing gear, which caused about 40 percent of the roof on the southwest side to collapse. There was no fire in this building.

The military aircraft, which was completely destroyed, was valued at $7.9 million.

A final dollar loss estimate for the damage to Bank One and the Ramada Inn buildings was not available at the time this report was written, but was thought to be several hundred thousand dollars, and lower than expected considering that a plane crashed into the building with fuel on board.

**LESSONS LEARNED**

1. **Effective Disaster Plan** -- The outcome of this fire illustrates the necessity of having a well-designed disaster plan and incident command system that is frequently practiced by all people and departments involved. The Wayne Township and Indianapolis Airport Fire Departments were well prepared for the type of incident that occurred.

2. **Rapid Response** -- The almost immediate fire suppression activities by the Indianapolis Airport Fire Department halted the spread of the fire, minimizing further building damage and most probably preventing further injuries and loss of life. The one minute response time was possible because they literally saw the crash coming. The first vehicles in also had clear access to get close to the fire.

3. **Pre-fire Planning** -- Familiarization and pre-fire planning for selected high risk properties in one's jurisdiction is an essential part of any effective emergency plan. Emergency personnel must know in advance, in so far as possible, what they might expect during an emergency. This function must be an on-going program with continuous updating.

4. **Leadership** -- As with any emergency operation the successful outcome will depend on the competency of its fireground commanders. A continuing in-service training program for both officers and firefighters is crucial. Disaster situations, above all, require strong, aggressive, and competent leaders, as were present at this incident.

5. **Inter-jurisdiction Mutual Aid Cooperation** -- As proven again in this incident, the immediate response of mutual aid departments without hesitation or confusion was a key factor that influenced the successful outcome. Four fire departments cooperated in this incident. In large disasters, additional resources often will be needed.

6. **Construction and Inspection** -- Fire department influence on the design and construction of buildings also is crucial. Good construction enhances favorable emergency outcomes.

   An ongoing, thorough, and effective plans review and building inspection program must be continually employed. In this case the hotel’s fire defenses were in good condition and did their job. The superb construction of the building played an important role in preventing the upward spread of the fire from floor to floor. The fireproof coating of steel members prevented warping or distortion, thereby preventing any structural failure. The Flexicore concrete panels probably helped dissipate the heat from the fire. The double pane thermal windows appeared to have prevented smoke and fire from entering several rooms.

7. **Military Liaison** -- A large part of the nation is exposed one way or another to hazardous military cargo. Immediate contact with the military must be established to enable emergency services to assess the risk when such cargo is involved in a fire. If the pilot had not been available for questioning, there would have been a long delay in determining what was on the plane. As it was, there was some delay. Also, some incorrect information was received from Air Force personnel on the
scene as to the presence of armaments, according to Chief Lamb. It was
difficult initially even to find out where the plane had come from to seek
additional information on it.

8. **Media Relations** -- Good relations with the media can be used to
communicate with victims or survivors, and keep the media from adding to
the problem faced. Early in the fire, Wayne's fire chief requested the
media to broadcast an appeal to the hotel guests to report their
whereabouts so they could be accounted for. The Chief also called several
timely press conferences and gave press releases regarding the status of
the incident. This allowed him to choose the times to deal with the press,
instead of having them compete for his time and be a distraction.

**CONCLUSION**

The early arrival of proper fire fighting equipment and well trained
officers and firefighters of both the Indianapolis Airport Fire Department
and Wayne Township Fire Department were the main factors in the relatively
successful outcome of this disaster. Their quick and efficient actions and
strong, aggressive leadership minimized what might otherwise have been a
major catastrophe. This outstanding effort was supported by the
Indianapolis and Decatur Township Fire Departments, Indiana State Fire
Marshal's Office and several other city, state, and federal agencies, which
is testimony to the teamwork and esprit de corps displayed in this
community.
APPENDICES

List of Slides and Videotapes, with a Diagram Showing Where Slides Were Taken. (Slides & tapes are included with the master report at the U.S. Fire Administration.)
Map of the Indianapolis Airport Region Showing “Jet Firefighter's Route" and Timeline of Events Leading to Crash.
Plan of Main Floor Showing Location of Bodies.
Fire Department's Chronological Report of Events.
Wayne Township Incident Reports (Hotel and Bank Building).
Wayne Township Fire Service Casualty Reports.
Wayne Township Civilian Casualty Reports.
Indianapolis Airport Fire Department Record of Occupational Injury or Illness.
I. Diagram of Placement of Fire Equipment.
J. Aircraft Information Sheet.
K. Airport Disaster Communications Plan.
L. Units Used at the Fire and Agencies Who Responded.
M. Wayne Township Fire Department Dispatcher's Log.
N. Emergency Evacuation Diagram for Ramada Inn Guests
O. Victim Autopsy Reports. (Included in master copy only.)
P. Strescon Industries Specifications Regarding Flexicore Floor Panels.
## List of Slides and Videotapes

<table>
<thead>
<tr>
<th>Slides</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>North side of Ramada on fire prior to fire department arrival.</td>
</tr>
<tr>
<td>2</td>
<td>Extinguishing operation begins by Foxtrot (crash truck) approximately one minute after plane impact.</td>
</tr>
<tr>
<td>3</td>
<td>Members of Airport Fire Department advancing hand lines on top of carport.</td>
</tr>
<tr>
<td>4</td>
<td>Fire condition to front of building approximately three minutes after plane impact.</td>
</tr>
<tr>
<td>5</td>
<td>Vehicle burning at east side of carport.</td>
</tr>
<tr>
<td>6</td>
<td>Building debris and parts of aircraft on Bardbury Avenue and Ramada parking lot.</td>
</tr>
<tr>
<td>7</td>
<td>Destruction to roof of Bank One.</td>
</tr>
<tr>
<td>8</td>
<td>Damage to Bank One ceiling and roof assembly as seen from the outside.</td>
</tr>
<tr>
<td>9</td>
<td>North side of Ramada after fire knock down.</td>
</tr>
<tr>
<td>10</td>
<td>Fire and impact destruction to carport.</td>
</tr>
<tr>
<td>11</td>
<td>Damage to concrete column caused by impact of aircraft wings.</td>
</tr>
<tr>
<td>12</td>
<td>Fire and smoke damage to north side of building.</td>
</tr>
<tr>
<td>13</td>
<td>Damage to outer layers of glass in windows.</td>
</tr>
<tr>
<td>Slides</td>
<td>Description</td>
</tr>
<tr>
<td>--------</td>
<td>-------------</td>
</tr>
<tr>
<td>15</td>
<td>South side of building after fire.</td>
</tr>
<tr>
<td>16</td>
<td>East side of building after fire.</td>
</tr>
<tr>
<td>17</td>
<td>West side of building after fire.</td>
</tr>
<tr>
<td>18</td>
<td>Fire damage to front lobby area.</td>
</tr>
<tr>
<td>19</td>
<td>Damage to carport from inside building.</td>
</tr>
<tr>
<td>20</td>
<td>Condition of main steel support beam.</td>
</tr>
<tr>
<td>21</td>
<td>Fire damage to lobby from different angle.</td>
</tr>
<tr>
<td>22</td>
<td>Door and corridor walls, second floor, after fire.</td>
</tr>
<tr>
<td>23</td>
<td>Removal of parts of aircraft from lobby and carport areas.</td>
</tr>
<tr>
<td>24</td>
<td>Airport unit fighting fire with handline from atop partially collapsed carport.</td>
</tr>
<tr>
<td></td>
<td>Fires burning immediately after impact, before first airport unit arrives.</td>
</tr>
</tbody>
</table>

**Videotapes**

Excerpts from news reports live from the scene and news summaries.

Raw footage by cameraman from State Fire Marshal's office,
Appendix B

- "Jet fighter's route"
- Timeline of Events Leading to Crash
Jet fighter’s route

Lost on #2 airport radar at 2,000 feet

Pilot ejects

Crash

Pilot lands

At 3,100 feet, too high to land

Plane lost power 4 miles to the south

Intended route

1525-3-14-8-8:2
Timeline of Events Leading to Crash

1. 0914 Ground Control advised aircraft is 4 miles out.

2. 0915 Ground Control advised aircraft above the airport about 2000 feet. Thirty seconds later Ground Control sees him beyond and to the right of Runway 4-L.

3. At this time all foxtrot Equipment is proceeding northeast on taxi way A heading for the terminal area.

4. 0916 Ground Control advised something just happened. He just fired the rockets off. He just went down. He’s on fire. He just blew up behind the Hilton.

Note: It was later learned that there were no armaments on the aircraft. What looked like rockets firing was actually the pilot ejecting from the plane.

Ground Control advised the aircraft is behind the Ramada Inn and there is fire on the canopy roof.

5. 0917 Plane's left landing gear hits the roof of Bank One building.

6. Plane hit grass area across from Bank One and goes airborne for approximately 125 feet slamming into front lobby and carport area of the Ramada Inn.
0911 - The FAA Control Tower notified the IAAFD via direct line of a military A-7 making a
emergency landing with a flame-out on R,W 31.

0912 - The IAAFD began their normal response to set up on runway 31.

0913 - The FAA ground controller advised IAAFD via radio we are changing to runway 41.

0914 - Ground control advised aircraft is 4 miles out.

0915 - Ground control advised aircraft above the airport about 2000 feet. Thirty seconds later
ground advised we got him now he's over to the right,

NOTE: At this time all foxtrot equipment is proceeding N.E. on taxiway A heading for the terminal area.

0916 - Ground control advised something just happened, he just fired the rockets off. He just went
down, He's on fire, He just blew up behind the Hilton

304, advised Fox trot 20 to remain on the airport and return to the firehouse.

Ground control advised the aircraft is behind the Ramada Inn, and there is fire on the roof.

304, called Wayne Township Fire Department for assistance via a scanner radio located in Foxtrot

Fox trot 23 and 27 took the Park Fletcher exit off of Airport Expressway while Foxtrot 21, 24,
and 25 took the Lynhurst exit off Airport Expressway.

0917 - Vehicles arrive on the scene.

Foxtrot 23 sets up on the N.W, corner of the building and immediately starts applying AFFF to
the fire.

Foxtrot 27 stops in the street which was blocked by debris from the aircraft and the crew
starts to put on airpacks and grab some forcible entry tools,
They start entry into the building on the nest side looking for victims.

Foxtrot 24 set up on the N.E. corner of the building and immediately starts applying AFFF to the
fire.

Fox trot 25, with two EMT'S started to treat burn victims coming out of the East door. A burn
victim advised there were two people trapped in the laundry room. 354, went back to the east
door to try and enter but flames kept him back and he was forced to stay outside the building.

351, got out of Foxtrot 21 and started scene command! directing FT 23, and 24 where to knock
down the fire.

304, repositioned Foxtrot 21 to set up a command post, while contacting IAA dispatch to start
the Signal 16 disaster plan in motion.

0918 - 304, radioed Hayne Township F.D. that a command post had been established in the parking lot
across the street from the Ramada and that the first arriving engines are to lay hose into the
back of the airport crash trucks to resupply.

0920 Wayne Township E-11 arrived and started resupplying FT 23.

Wayne Township E-Z arrived and started resupplying FT 24.

Wayne Township F.D. notified Gas Co. and IPALCO.

Wayne Township notified Indianapolis Fire Department of Aircraft into building.

0921 Wayne Township E-9, E-10, and Car 2 arrived on the scene.

304, advises Wayne's Car 2 of the situation, and radioed IAA dispatch to try and find
out whether this aircraft had any weapons onboard.

0922 Wayne Car 2, ordered all incoming apparatus to stage at Airport Expressway and the
Bradbury exit ramp.

0924 Wayne Medic 9 arrived on the scene.

0924 Manpower was Organized to start a room by room, floor by floor, search.

0925 304, radioed IAA Dispatch to call IFD and have them stage at the Expressway
and Bradbury.

0926 Indianapolis Fire Department E-18 arrived on the scene, followed by E-19, and E-13.

0928 304, radioed IAA dispatch to make sure Emergency Management had been notified.
# FIRE INCIDENT REPORTING SYSTEM

**INDIANA DEPARTMENT OF FIRE PREVENTION AND BUILDING SAFETY**

**Wayne Twp.**

**Fire Department**

**NFIRS-1**

## INCIDENT REPORT

<table>
<thead>
<tr>
<th>Field</th>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FIRE INCIDENT NO.</strong></td>
<td>1012</td>
<td>D1</td>
</tr>
<tr>
<td><strong>EXP.</strong></td>
<td>00</td>
<td>01/10/26</td>
</tr>
<tr>
<td><strong>DAY</strong></td>
<td>1</td>
<td>10</td>
</tr>
<tr>
<td><strong>MON.</strong></td>
<td>01</td>
<td>10</td>
</tr>
<tr>
<td><strong>YEAR</strong></td>
<td>26</td>
<td></td>
</tr>
<tr>
<td><strong>DAY OF WEEK</strong></td>
<td>1</td>
<td>10</td>
</tr>
<tr>
<td><strong>5</strong></td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td><strong>Thrus.</strong></td>
<td>6</td>
<td>10</td>
</tr>
<tr>
<td><strong>6</strong></td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td><strong>FRI.</strong></td>
<td>7</td>
<td>10</td>
</tr>
<tr>
<td><strong>SAT.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ALARM TIME</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>10:19 V B</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ARRIVAL TIME</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>10:20 V B</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TIME IN SERVICE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>10:19 V B</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## TYPE OF SITUATION FOUND

- **Vehicle fire**: 13
- **Outside of structure fire**: 22
- **Trash, rubbish, grass fire**: 16
- **Arson - suspicious**: 0
- **Investigation only**: 6

## TYPE OF ACTION TAKEN

- **Extinguishment**: 5
- **Smoke**: 7
- **Not classified above**: 0

## FIXED PROPERTY USE

**Occupancy**: Hotel

**ZIP CODE** |

**CENSUS TRACT** |

## OCCUPANT NAME

**Name**: N/A

## OWNER NAME

**Name**: N/A

## METHOD OF ALARM

- **Telephone**: 4
- **Mail**: 0
- **Public alarm system**: 0
- **Other means of alarm**: 0

## DISTRICT

**101 D**

## SHIFT

**12**

## ALARM

**1105**

## FIRE PERSONNEL RESPONDED

**Engineers**: 0

## ENGINES RESPONDED

**Aerial Apparatus**: 0

## AERIAL APPARATUS RESPONDED

**Other Vehicles Responded**: 0

## INCIDENT - RELATED INJURIES

**Complete NFIRS 3**: 0

## OTHERS

**Complete NFIRS 2**: 0

## FIRE SVC

**1012**

## MOBILE PROPERTY TYPE

**Complete Line 8**: 08

## AREA OF FIRE ORIGIN

**Complete Line 9**: 08

## FORM OF HEAT OF IGNITION

**Heat Source**: 105

## TYPE OF MATERIAL IGNITED

**Complete NFIRS 3**: 08

## FORM OF MATERIAL IGNITED

**Complete NFIRS 2**: 08

## LEVEL OF FIRE ORGIN

**55 to 70 feet**: 6

## ESTIMATED TOTAL DOLLAR LOSS

**98 N/A**

## NUMBER OF STORIES

**3**: 23 to 49 stories

## CONSTRUCTION TYPE

**Unprotected non-combustible**: 8

## DETECTOR PERFORMANCE

**Smoke**: 1

## SPRINKLER PERFORMANCE

**Smoke**: 4

## TYPE OF MATERIAL GENERATING MOST SMOKE

**Class 1B Flammable Liquid**: 212

## AVENUE OF SMOKE TRAVEL

**Class 1B Flammable Liquid**: 1212

## IF MOBILE PROPERTY

**YEAR**: 01

## MAKE

**MODEL**: 02

## SERIAL NO

**LICENSE NO**: 03

## IF EQUIP INV IN IGN

**YEAR**: 04

## MAKE

**MODEL**: 05

## SERIAL NO

## UPHOLD IN CHARGE AT INCIDENT

**NAME**: N/A

## DATE

**POSITION**: N/A

## DATE

**MEMBER MAKING REPORT**: N/A

**NOTE**: Check box if remarks are made on reverse side
## FIRE INCIDENT REPORTING SYSTEM
### INDIANA DEPARTMENT OF FIRE PREVENTION AND BUILDING SAFETY

### Wayne Twp

#### INCIDENT REPORT

<table>
<thead>
<tr>
<th>FED</th>
<th>INCIDENT NO.</th>
<th>EXP</th>
<th>MO</th>
<th>DAY</th>
<th>YEAR</th>
<th>DAY OF WEEK</th>
<th>ALARM TIME</th>
<th>ARRIVAL TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6</td>
<td>5:14:00</td>
<td></td>
</tr>
</tbody>
</table>

#### TYPE OF SITUATION FOUND

- Structure (12)
- Vehicle (3)
- Trash, rubish, paper (3)
- Hazardous (3)

#### TYPE OF ACTION TAKEN

- Extinguishment (3)
- Remove hazard (3)
- Investigation only (7)
- Salvage (5)

#### FIXED PROPERTY USE (Occupancy)

- Bank
- One

#### IGNITION FACTOR (Cause)

- Not a fire

#### OCCUPANT NAME

- Bradbury

#### OCCUPANT ADDRESS

- 639-7215

#### TELEPHONE

- 639-3000

#### METHOD OF ALARM

- 4 - Radio
- 5 - Telephone direct
- 2 - Municipal alarm system
- 1 - Private alarm system

#### DISTRICT

- 101 Monument Circle

#### FLAMES REPEATED

- Engines responded

#### OTHER VEHICLES RESPONDED

- Aerial apparatus responded

#### COMPLEX

- 95 Ø N/A

#### AREA OF FIRE ORIGIN

- 95 Ø N/A

#### FORM OF HEAT OF IGNITION (Heat Source)

- 3 - Electrical
- 2 - Smoke
- 1 - Other

#### TYPE OF MATERIAL IGNITED (Composition)

- 8 - Master
- 5 - Non-flammable
- 2 - Heavy timber
- 0 - Unidentified

#### LEVEL OF FIRE ORIGIN

- 5 - 50 to 70 feet
- 4 - 30 to 49 feet
- 3 - 20 to 29 feet
- 2 - 10 to 19 feet
- 1 - Grade level to 9 ft
- 0 - Over 70 feet

#### FORM OF MATERIAL IGNITED (Use)

- 3 - Unprotected non-combustible
- 2 - Protected non-combustible
- 1 - Protected wood frame
- 0 - Unidentified

#### ESTIMATED TOTAL DOLLAR LOSS

- $100,000

#### NUMBER OF STORIES

- 3 - 1 to 3 stories
- 2 - 4 to 6 stories
- 1 - 7 or more stories

#### CONSTRUCTION TYPE

- 4 - Unprotected non-combustible
- 3 - Protected non-combustible
- 2 - Unidentified
- 0 - Unidentified

#### Frames Smoke

- 7 - No damage of this type (N/A)
- 6 - Undetermined or not reported
- 5 - Below ground level
- 4 - 30 to 49 feet
- 3 - 20 to 29 feet
- 2 - 10 to 19 feet
- 1 - Grade level to 9 ft
- 0 - Over 70 feet

#### Cylinders

- 5 - Not classified above
- 4 - Protuded ordinary
- 3 - Protuded non-combustible
- 2 - Not classified above
- 1 - Heavy timber
- 0 - Unidentified

#### DETECTOR PERFORMANCE

- 1 - Equipment operated
- 2 - Equipment should have operated - did not
- 3 - Not determined or not reported
- 4 - Not applicable to this type
- 5 - Undetermined or not reported
- 6 - No equipment present
- 7 - Utility opening in floor
- 8 - No equipment present (N/A)

#### TYPE OF MATERIAL GENERATING SMOKE

- 95 Ø N/A

#### AVEAVUE OF SMOKE TRAVEL

- 1 - Air handling duct
- 2 - Curbway
- 3 - Elevator shaft
- 4 - Exit
- 5 - Ceiling opening in construction
- 6 - Ceiling opening in air
- 7 - Utility opening in floor
- 8 - No equipment present

#### RETURN TO STATE FIRE MARSHAL ON A MONTHLY BASIS

- Check box if remarks are made on reverse side

- STATE FORM 40328

- Appendix E (cont'd)
## FIRE INCIDENT REPORTING SYSTEM

**INFORMATION FOR FIRE PREVENTION AND BUILDING SAFETY**

**Appendix F (cont'd)**

### Slate Form 40330

**FIRE SERVICE CASUALTY REPORT**

<table>
<thead>
<tr>
<th>RSID</th>
<th>INCIDENT NO.</th>
<th>CASUALTY NO.</th>
<th>INJURY OCCURRED</th>
<th>MO.</th>
<th>DA.</th>
<th>YEAR</th>
<th>TIME OF INJURY</th>
</tr>
</thead>
<tbody>
<tr>
<td>10/01</td>
<td>10/01</td>
<td>10/01</td>
<td>10/01</td>
<td>10/01</td>
<td>10/01</td>
<td>10/01</td>
<td>10/01</td>
</tr>
</tbody>
</table>

### Casualty Name (Last, First, M.I.)

**BROSANO DAVID M.**

### Age

- **Sex:** Male
- **Case Severity:**
  - 1: Minor
  - 2: Moderate
  - 3: Severe

### Primary Part of Body

- **Lungs**

### Assignment

- **Fire suppression**
- **Emergency Medical Service (EMS)**
- **Fire prevention/inspection**
- **Fire alarm communications**
- **Administrative**
- **Other**

### Unusual Fumes, Gases

- **4/1/12**

### Protective Coat Worn

1. **Protective coat with liner**
2. **Protective coat without liner**
3. **Protective coat with liner**
4. **Protective coat without liner**
5. **Protective coat with liner**
6. **Protective coat without liner**
7. **Protective coat with liner**
8. **Protective coat without liner**
9. **Protective coat with liner**
10. **Protective coat without liner**

### Status of Protective Coat

- **Open**
- **Closed**
- **Unidentified or not reported**
- **Not classified above**
- **Not classified above**
- **Not classified above**
- **Not classified above**

### Protective Trousers Worn

1. **Protective trousers with liner**
2. **Protective trousers without liner**
3. **Protective trousers with liner**
4. **Protective trousers without liner**
5. **Protective trousers with liner**
6. **Protective trousers without liner**
7. **Protective trousers with liner**
8. **Protective trousers without liner**
9. **Protective trousers with liner**
10. **Protective trousers without liner**

### Status of Protective Trousers

- **Open**
- **Closed**
- **Not classified above**
- **Not classified above**
- **Not classified above**

### Boots/Shoes Worn

1. **Boots length**
2. **Shoes length**
3. **Socks length**
4. **Cotton socks**
5. **Nylon gloves**
6. **Gloves length**
7. **Gloves length**
8. **Gloves length**
9. **Gloves length**
10. **Gloves length**

### Status of Boots

1. **Open**
2. **Closed**
3. **Not classified above**
4. **Not classified above**
5. **Not classified above**

### Problem With Protective Coat

- **Burned**
- **Dissolved**
- **Untreated**
- **Unidentified or not reported**
- **Not classified above**
- **Not classified above**
- **Not classified above**

### Problem With Protective Trouser

- **Burned**
- **Dissolved**
- **Untreated**
- **Unidentified or not reported**
- **Not classified above**
- **Not classified above**

### Problem With Boots/Shoes

- **Burned**
- **Dissolved**
- **Untreated**
- **Unidentified or not reported**
- **Not classified above**
- **Not classified above**

### Personal Protection Worn

1. **Safety glasses**
2. **Protective helmet**
3. **Protective face mask**

### Status of Personal Protection

- **Open**
- **Closed**
- **Not classified above**

### Problem With Personal Protection

- **Burned**
- **Dissolved**
- **Untreated**
- **Unidentified or not reported**
- **Not classified above**
- **Not classified above**

### Breathing Apparatus

- **Self-contained open circuit demand-type apparatus**
- **Self-contained closed circuit-type apparatus**
- **Self-contained ambient air respirator**
- **Light recharging apparatus**

### Status Of Breathing Apparatus

- **Face piece and pressure connection**
- **Face piece and pressure connection**
- **Face piece and pressure connection**
- **Face piece and pressure connection**

### Problem With Breathing Apparatus

- **No failure of apparatus**
- **No failure of apparatus**

### Gloves Worn

1. **Gloves length**
2. **Gloves length**
3. **Gloves length**
4. **Gloves length**
5. **Gloves length**

### Status of Gloves

- **Open**
- **Closed**
- **Not classified above**
- **Not classified above**
- **Not classified above**

### Problem With Gloves

- **Burned**
- **Dissolved**
- **Untreated**
- **Unidentified or not reported**

### Special Equipment

1. **Self-contained breathing apparatus equipment**
2. **Self-contained breathing apparatus equipment**
3. **Self-contained breathing apparatus equipment**
4. **Self-contained breathing apparatus equipment**
5. **Self-contained breathing apparatus equipment**

### Status Of Special Equipment

- **Open**
- **Closed**
- **Not classified above**
- **Not classified above**
- **Not classified above**

### Problem With Special Equipment

- **Burned**
- **Dissolved**
- **Untreated**
- **Unidentified or not reported**

### Officer in Charge (Name)

**RETURN TO STAFF FIRE MARSHAL ON A MONTHLY BASIS**

### Remarks on Reverse Side
## FIRE INCIDENT REPORTING SYSTEM

**INDIANA DEPARTMENT OF FIRE PREVENTION AND BUILDING SAFETY**

### FIRE SERVICE CASUALTY REPORT

#### FA

<table>
<thead>
<tr>
<th>Incident No.</th>
<th>Exposure No.</th>
<th>Casualty No.</th>
<th>Injury Occurred</th>
</tr>
</thead>
<tbody>
<tr>
<td>4102</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### FB

**Crenshaw, Darryl**

**AGE:** 18

**SEX:** Male

**CASE SEVERITY:**
- 1: Minor
- 2: Moderate
- 3: Severe

**PRIMARY APPARENT SYMPTOM:**
- 1: Pain
- 2: Fire
- 3: Contusion
- 4: Burn

**DATE:** 12/18

**TIME OF INJURY:**
- 1: On scene
- 2: Treatment
- 3: Hospital

**PLACE:**
- 1: Scene
- 2: Treatment
- 3: Hospital

**REMARKS:**
- 1: Not transported
- 2: Not classified above
- 3: Under determined or not reported

### FIRE FIGHTER ACTIVITY

**WHERE INJURY OCCURRED:**
- 1: Grass/field
- 2: Road
- 3: Building

**MEDICAL CARE PROVIDED:**
- 1: Treatment
- 2: Hospital

### PROTECTIVE COAT WORN

**STATUS OF PROTECTIVE COAT:**
- 1: Open
- 2: Closed
- 3: Under determined or not reported

### PROTECTIVE TROUSERS WORN

**STATUS OF PROTECTIVE TROUSERS:**
- 1: Protective trousers worn properly
- 2: Protective trousers worn inside boots
- 3: Protective trousers worn without trousers

### BOOTS/SHOES WORN

**STATUS OF BOOTS:**
- 1: Boots left length
- 2: Boots right length

### HELMET WORN

**STATUS OF HELMET:**
- 1: Not classified above
- 2: Under determined or not reported

### FACE PROTECTION WORN

**STATUS OF FACE PROTECTION:**
- 1: Not classified above
- 2: Under determined or not reported

### BREATHING APPARATUS WORN

**STATUS OF BREATHING APPARATUS:**
- 1: Face piece and regulator connected
- 2: Air supplied

### SPECIAL EQUIPMENT WORN

**STATUS OF SPECIAL EQUIPMENT:**
- 1: Being worn properly and used for designed purpose
- 2: Being worn properly but not used for designed purpose

### OFFICER IN CHARGE (NAME)

**POSITION:**

**DATE:**

**MEMBER MAKING REPORT (IF DIFFERENT FROM ABOVE):**

**POSITION:**

**DATE:**

**REMARKS:**
- 1: Not classified above
- 2: Under determined or not reported
# FIRE INCIDENT REPORTING SYSTEM

## INDIANA DEPARTMENT OF FIRE PREVENTION AND BUILDING SAFETY

### Wayne Two

#### CIVILIAN CASUALTY REPORT

<table>
<thead>
<tr>
<th>INCIDENT NO</th>
<th>Exp</th>
<th>MO</th>
<th>DAY</th>
<th>YEAR</th>
<th>DAY OF WEEK</th>
<th>ALARM TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>40329</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CASUALTY SEVERE ENOUGH TO CHECK ON LATER</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CASUALTY LAST NAME</th>
<th>FIRST NAME</th>
<th>MI</th>
<th>DOB</th>
<th>MO</th>
<th>YEAR</th>
<th>AGE</th>
<th>TIME OF INJURY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evans</td>
<td>Christopher</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FAM I LI RY WITH STRUCT URE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>4</td>
</tr>
<tr>
<td>5</td>
</tr>
<tr>
<td>6</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LOCATION AT IGNITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>4</td>
</tr>
<tr>
<td>5</td>
</tr>
<tr>
<td>6</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONDITION BEFORE INJURY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>4</td>
</tr>
<tr>
<td>5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NATURE OF INJURY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>4</td>
</tr>
<tr>
<td>5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DISPOSITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
</tr>
</tbody>
</table>

---

#### Casualty 2

<table>
<thead>
<tr>
<th>CASUALTY LAST NAME</th>
<th>FIRST NAME</th>
<th>MI</th>
<th>DOB</th>
<th>MO</th>
<th>YEAR</th>
<th>AGE</th>
<th>TIME OF INJURY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minter</td>
<td>Allen</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FAM I LI RY WITH STRUCT URE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>4</td>
</tr>
<tr>
<td>5</td>
</tr>
<tr>
<td>6</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LOCATION AT IGNITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>4</td>
</tr>
<tr>
<td>5</td>
</tr>
<tr>
<td>6</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONDITION BEFORE INJURY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>4</td>
</tr>
<tr>
<td>5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NATURE OF INJURY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>4</td>
</tr>
<tr>
<td>5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DISPOSITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
</tr>
</tbody>
</table>

---
FIRE INCIDENT REPORTING SYSTEM
INDIANA DEPARTMENT OF FIRE PREVENTION AND BUILDING SAFETY

STATE FORM 40329

Appendix G (Cont'd)

INDIANA DEPARTMENT OF FIRE PREVENTION AND BUILDING SAFETY
FIRE INCIDENT REPORTING SYSTEM

CIVILIAN CASUALTY REPORT

Page 2

FIRE DEPARTMENT

WAYNE TWP

CASUALTY NUMBER 0 0 1 3

1 = DELETE REC
2 = CHANGE

GA CASUALTY LAST NAME Hendry

FIRST NAME Brenda

MI J

DOB MO YEAR AGE TIME OF INJURY 0 1 0 2 1 6

GB HOME ADDRESS

TELEPHONE

SEX

FAMILY WITH STRUCTURE

LOCATION AT IGNITION

CONDITION BEFORE INJURY

1 = Male

1 = Fire casualty

1 = Assail

2 = Female

2 = Action casualty

2 = Bed, bed-like other physical handicap

3 = EMS casualty

3 = Impaired by drugs, alcohol

4 = Unknown

5 = Too old to act

6 = Unspecified

7 = Too young to act

8 = Too old to act

9 = Mental handicap, senile

10 = Too young to act

GA CASUALTY SEVERE ENOUGH TO CHECK ON LATER

no

no

GB

51

HOME ADDRESS

CAUSE OF INJURY

1 = Head

1 = Caught in, under between

2 = Body

2 = Rubbed by contact with trapped

3 = Limb

3 = Struck by

4 = Hand

4 = Exposed to fire products

5 = Foot

5 = Exposed to chemical radiation

6 = Unspecified or not reported

7 = Unspecified or not reported

8 = Unspecified or not reported

9 = Unspecified or not reported

10 = Unspecified or not reported

Part of body injured

Disposition

1 = Head, neck

1 = Refused

2 = Mohammad, other physical handicap

2 = Treated at scene and released

3 = Impaired by drugs, alcohol

3 = Taken to hospital by fire dept vehicle

4 = Under restraint

4 = Taken to hospital by non fire dept vehicle

5 = Other

5 = Taken to other than a hospital

6 = Death

6 = Died

7 = Not specified above

7 = Not specified above

8 = Not specified above

8 = Not specified above

9 = Not specified above

9 = Not specified above

10 = Not specified above

10 = Not specified above

Officer in charge at incident (Name, Position)

Date

Member making report

Date

Return to state fire marshal on a monthly basis
# FIRE INCIDENT REPORTING SYSTEM

**INDIANA DEPARTMENT OF FIRE PREVENTION AND BUILDING SAFETY**

## Wayne Two

**FIRE DEPARTMENT**

### CASUALTY REPORT

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
<th>Date/Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Incident</td>
<td>FIRE</td>
<td>10/01/16</td>
</tr>
<tr>
<td>Casualty</td>
<td>CAUSALITY REPORT</td>
<td>10/01/16</td>
</tr>
</tbody>
</table>

### CASUALTY LAST NAME

<table>
<thead>
<tr>
<th>Name</th>
<th>First Name</th>
<th>Middle Initial</th>
<th>DOB</th>
<th>MO</th>
<th>YEAR</th>
<th>AGE</th>
<th>Time of Injury</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goldberg</td>
<td>Beth</td>
<td>L</td>
<td>5/17</td>
<td>10/01/16</td>
<td>30</td>
<td>7:10 AM</td>
<td></td>
</tr>
</tbody>
</table>

### LOCATION AT IGNITION

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Room</td>
<td>On fire origin of fire</td>
</tr>
</tbody>
</table>

### FAMILIARITY WITH STRUCTURE

<table>
<thead>
<tr>
<th>Familiarity</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>1 in 3 months</td>
</tr>
</tbody>
</table>

### ACTIVITY AT TIME OF INJURY

<table>
<thead>
<tr>
<th>Activity</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rescue</td>
<td>Rescue assault</td>
</tr>
</tbody>
</table>

### CAUSE OF INJURY

<table>
<thead>
<tr>
<th>Cause</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burn</td>
<td>Burn in the room or space of the fire</td>
</tr>
</tbody>
</table>

### PART OF BODY INJURED

<table>
<thead>
<tr>
<th>Body Part</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Head</td>
<td>Head neck</td>
</tr>
</tbody>
</table>

### DISPOSITION

<table>
<thead>
<tr>
<th>Disposition</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Treated</td>
<td>Treated at scene and transported to hospital</td>
</tr>
</tbody>
</table>

---

**CASUALTY 2**

### CASUALTY LAST NAME

<table>
<thead>
<tr>
<th>Name</th>
<th>First Name</th>
<th>Middle Initial</th>
<th>DOB</th>
<th>MO</th>
<th>YEAR</th>
<th>AGE</th>
<th>Time of Injury</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brownlee</td>
<td>Emma</td>
<td>J</td>
<td>1/2</td>
<td>10/01/16</td>
<td>17</td>
<td>7:10 AM</td>
<td></td>
</tr>
</tbody>
</table>

### LOCATION AT IGNITION

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Room</td>
<td>On fire origin of fire</td>
</tr>
</tbody>
</table>

### FAMILIARITY WITH STRUCTURE

<table>
<thead>
<tr>
<th>Familiarity</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>Not familiar with structure</td>
</tr>
</tbody>
</table>

### ACTIVITY AT TIME OF INJURY

<table>
<thead>
<tr>
<th>Activity</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rescue</td>
<td>Rescue assault</td>
</tr>
</tbody>
</table>

### CAUSE OF INJURY

<table>
<thead>
<tr>
<th>Cause</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burn</td>
<td>Burn in the room or space of the fire</td>
</tr>
</tbody>
</table>

### PART OF BODY INJURED

<table>
<thead>
<tr>
<th>Body Part</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Head</td>
<td>Head neck</td>
</tr>
</tbody>
</table>

### DISPOSITION

<table>
<thead>
<tr>
<th>Disposition</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Treated</td>
<td>Treated at scene and transported to hospital</td>
</tr>
</tbody>
</table>

---

**RETURN TO STATE FIRE MARSHAL ON A MONTHLY BASIS**
# FIRE INCIDENT REPORTING SYSTEM

**INDIANA DEPARTMENT OF FIRE PREVENTION AND BUILDING SAFETY**

**Wayne Twp Fire Department**

## CIVILIAN CASUALTY REPORT

### FIRE INFORMATION
- **Incident No:** A50
- **Exp. Day:** 10
- **Year of Week:** 12
- **Alarm Time:** 10:02
- **Date:** 01/19/2012
- **Location:** Indianapolis, IN

### CASUALTY INFORMATION
- **Last Name:** Teagarden
- **First Name:** Bruce
- **MID:** 6
- **DOB:** 01/01/1952
- **Age:** 60
- **Time of Injury:** 10:02

### GENERAL INFORMATION
- **Sex:** Male
- **Familiarity with Structure:** Understood or not reported
- **Location at Ignition:** 1. Intensively involved with ignition
  2. In the room or space of fire origin
  3. On same floor as origin of fire
  4. Outside of building of origin
  5. On property

### CONDITION BEFORE INJURY
- **Fire Incident Reporting System**
- **Casualty Type:** Fire casualty
- **Severity:** 1. Injury
- **Affiliation:** 1. Other Emergency Personnel

### CAUSE OF INJURY
- **Nature of Injury:** Burn and pyrolysis
- **Part of Body Injured:** Head, neck, 7. Internal
- **Disposition:** 1. Refused help
  2. Treated at scene and released
  3. Taken to hospital by fire department vehicle
  4. Taken to hospital by non fire dept. vehicle
  5. Died

### CONDITION PREVENTING ESCAPE
- **Condition Preventing Escape:**  No time to escape or fire progressed too rapidly

### ACTIVITY AT TIME OF INJURY
- **Activity:** Escape

### SEE REMARKS ON BACK
- **Additional Report:**

---

**State Form 40329**

Appendix G (cont'd)
RECORD, OF OCCUPATIONAL INJURY OR ILLNESS

COMPANY NAME

Indianapolis Airport Authority

MAIL ADDRESS

No. & STREET CITY/TOWN STATE ZIP

PLACE INCIDENT OCCURRED

2500 S. High School Rd. Indianapolis IN

5455 Bradberry St. Indianapolis IN

NAME OF EMPLOYEE

Darryl Cronshaw

HOME ADDRESS

No. & STREET CITY/TOWN STATE ZIP

6438 Maidstone Apt 418 Indianapolis IN 46254

OCCUPATION

Firefighter

INJURY/ILLNESS RESULTED IN

Fire

FATALITY:

V LOST TIME:

FIRST AID (NO LOST TIME):

10-20-87

EMPLOYEE WAS TREATED AT

Methodist Hospital

FIRST AID ADMINISTERED BY

Methodist Hospital 1600 N. Capitol

DATE OF INJURY OR INITIAL DIAGNOSIS OF ILLNESS

10-20-87

IF FATALITY, ENTER DATE OF DEATH:

IF LOST TIME INCIDENT, ENTER DATE EMPLOYEE RETURNED TO WORK:

REGULAR JOB:

☑ YES ☐ NO

PREMISES:

☐ YES ☐ NO

PHYSICIAN'S OFFICE:

☐ YES ☐ NO

CLINIC:

☐ YES ☐ NO

HOSPITAL:

☐ YES ☐ NO

NAME, ADDRESS OF PHYSICIAN/CLINIC:

IF HOSPITALIZED, NAME ADDRESS OF HOSPITAL:

WHAT WAS EMPLOYEE DOING AT TIME OF INCIDENT—ITEM(S) EMPLOYEE WAS USING: I.E., TOOLS, MATERIALS, EQUIPMENT, ETC. & WHAT WAS BEING DONE:

Employee was searching for victims in the Ramada Inn Airport during an aircraft crash. Darryl was wearing a MSA airpack (self-contained breathing apparatus) when he ran out of oxygen. Darryl stated he was working with someone and lost sight of that person when his airpack became low. The environment was dark and smoke filled.

NOTE: Darryl was on the third floor at the time of the incident—loss of air

HOW DID INCIDENT OCCUR—WHAT HAPPENED & HOW, OBJECTS, SUBSTANCES INVOLVED & HOW:

Darryl removed his airpack mask to clean off the face piece in hopes he might visually see better. He placed the hose of the airmask in his bunker clothing pocket to breath, while returning the mask to his face. Darryl inhaled toxic smoke and gases while the mask was off.

DESBIBE INJURY/ILLNESS & PART(S) OF BODY AFFECTED—CUT, AMPUTATION, FRACTURE, INHALATION, SPLASH, HERNIA, RADIATION, ETC.

Inhaled toxic gases and smoke.

MEASURES TAKEN TO PREVENT REPETITION OF INCIDENT:

Due to the circumstances of this particular incident, the only measure that can be taken would be to pay more attention to the airpack bottle and try and judge when the air might start running low

OSHA INJURY/ILLNESS CODE APPLICABLE (COINCIDES WITH OSHA LOG FORM 200 & FOR COMPILATION ON ANNUAL SUMMARY OSHA FORM 300)

DATE OF THIS REPORT

10-21-87

PREPARED BY

James F. Underwood

POSITION

Chief

TO COMPLY WITH OCCUPATIONAL SAFETY & HEALTH ACT RECORDKEEPING REQUIREMENTS, MAINTAIN THIS & ALLIED RECORDS FOR A PERIOD OF FIVE (5) CALENDAR YEARS (OSHA = OCCUPATIONAL SAFETY & HEALTH ACT OF 1970.)

Firemen’s Fund American Less Control

320079-5-73
### Aircraft Information Sheet

**Fuel:**
- M Cell: 150
- Alt Fuel Cell: 325
- Forward Fuel Cell: 195
- Wing Tanks: 375
- Sump Fuel Cell: 80
- Total: 1500 Gals.

**External Tanks:**
- (If Mounted): 300 Ea.
- Total: 2700 Gals.

**Ammo Storage:**
- Alt of Cockpit and Wing Pylons

**Hydraulic Reservoirs:**
- Lower Left Center Fuselage

**Oil:**
- Tank: 2.4 Gals.

**Oxygen:**
- Liter Converter Lower
- Fuselage Alt of Cockpit
- Convert (Liters): 10
- Bottle (Emergency): 1

### Emergency Shutdown of Engine and Cockpit

1. **Engine:**
   - a. Move throttle aft to idle detent, then move outboard and aft to shut down engine.
   - b. Push locking tab outboard and move fuel master shutoff lever aft.

2. **Oxygen System:**
   - Move selector valve on left console to OFF.

3. **Electrical:**

**Note:**
This airplane has no central storage battery. Electrical circuits are dead when engine is shutdown or master generator switch is OFF.

- a. Place master generator switch in OFF.

**General Arrangements:**

Aircraft Information Sheet
AIRPORT DISASTER COMMUNICATIONS PLAN

Incident Commander

- Suppression
  - Fire
  - Rescue
  - Triage
  - EMS
  - Treatment

Transport Coordinator

Staging

154.280

AIRPORT Communications

154.280

MED CHANNEL #10

CP OFFICER

Command Post

Airport

Wishard

Wayne

154.260 155.950

Law Enforcement Frequencies

Wayne Twp
Decatur Twp
Communications Center

153.770

Law Enforcement Communications
MCSD
IPD
ISP

Indianapolis

Fire Control

154.280
## Units Used at the Fire

<table>
<thead>
<tr>
<th>Township</th>
<th>Equipment</th>
<th>Personnel</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Wayne Township</strong>:</td>
<td>3 engines</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td>1 truck</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>7 ambulances</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td>4 chief officers</td>
<td>4</td>
</tr>
<tr>
<td><strong>Airport Fire</strong>:</td>
<td>2 crash trucks</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>1 chief</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>1 heavy rescue</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>1 squad (EMS)</td>
<td>2</td>
</tr>
<tr>
<td><strong>Indianapolis Fire</strong>:</td>
<td>4 engines</td>
<td>16</td>
</tr>
<tr>
<td></td>
<td>2 trucks</td>
<td>a</td>
</tr>
<tr>
<td></td>
<td>1 squad</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>1 tactical squad</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>1 chief officer</td>
<td>1</td>
</tr>
<tr>
<td><strong>Decatur Township</strong>:</td>
<td>2 engines</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>1 ambulance</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>1 chief officer</td>
<td>1</td>
</tr>
<tr>
<td><strong>Totals</strong>:</td>
<td>9 engines, 3 trucks, 9 ambulances, 2 crash trucks</td>
<td>1 heavy rescue, 92 personnel</td>
</tr>
</tbody>
</table>
Agencies Who Responded:

Wayne Township Fire Department
Perry Township Ambulance
Air Ambulance
M.C. Sheriff Department
American Red Cross
Ameritek
Environmental Air Pollution
Emergency Management-Civil Defense
Hardees
Decatur Township Fire Department
Washington Township Fire Department
Adams Mark Hotel

Wishard Ambulance
Indiana State Police
Salvation Army
Dominos Pizza
F.B.I.
Indianapolis Fire Department
Lifeline Helicopter
E.M.A.S. Ambulance
Indianapolis Police Department
Indiana Fire Marshal's Office
Marriott Corporation
McDonald's
## Dispatcher's Log

**Address Reported:** 5455 W. Bradbury Av

**Incident Date:** 10-20-87

<table>
<thead>
<tr>
<th>Apparatus</th>
<th>Time Out</th>
<th>Enroute</th>
<th>On The Scene</th>
<th>To The Hospital</th>
<th>At The Hospital</th>
<th>Time In</th>
<th>No. Men</th>
<th>Man Hours</th>
<th>Water Used</th>
<th>Hose Used</th>
<th>Officer In Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>E1</td>
<td>0918</td>
<td>0918</td>
<td>0920</td>
<td>1117</td>
<td>1117</td>
<td>4</td>
<td>40.00</td>
<td></td>
<td>1”</td>
<td>K. Kelso</td>
<td></td>
</tr>
<tr>
<td>E2</td>
<td>0918</td>
<td>0918</td>
<td>0920</td>
<td>1254</td>
<td>1254</td>
<td>5</td>
<td>37.5</td>
<td></td>
<td>1”½”</td>
<td>D. Allen</td>
<td></td>
</tr>
<tr>
<td>E9</td>
<td>0918</td>
<td>0918</td>
<td>1317</td>
<td>1317</td>
<td>1317</td>
<td>5</td>
<td>40.0</td>
<td></td>
<td>2½”</td>
<td>Marrow</td>
<td></td>
</tr>
<tr>
<td>E10</td>
<td>0918</td>
<td>0918</td>
<td>1347</td>
<td>1347</td>
<td>1347</td>
<td>4</td>
<td>18.0</td>
<td></td>
<td>3”</td>
<td>Routh</td>
<td></td>
</tr>
<tr>
<td>M4</td>
<td>0918</td>
<td>0920</td>
<td>0433</td>
<td>1103</td>
<td>1103</td>
<td>-</td>
<td>-</td>
<td></td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>M9</td>
<td>0918</td>
<td>0924</td>
<td>1209</td>
<td>1209</td>
<td>1209</td>
<td>-</td>
<td>-</td>
<td></td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>D4</td>
<td>0921</td>
<td>0921</td>
<td>1514</td>
<td>1514</td>
<td>1514</td>
<td>1</td>
<td>6.25</td>
<td></td>
<td></td>
<td>G. Sain</td>
<td></td>
</tr>
<tr>
<td>MD 67</td>
<td>0918</td>
<td>0918</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>LW 71</td>
<td>0923</td>
<td>0923</td>
<td>1724</td>
<td>1724</td>
<td>1724</td>
<td>3</td>
<td>25.50</td>
<td></td>
<td></td>
<td>Pettiford</td>
<td></td>
</tr>
<tr>
<td>C2</td>
<td>0918</td>
<td>0924</td>
<td>1152</td>
<td>1152</td>
<td>1152</td>
<td>1</td>
<td>9.50</td>
<td></td>
<td></td>
<td>L. Curd</td>
<td></td>
</tr>
<tr>
<td>A9 H1</td>
<td>0926</td>
<td>1147</td>
<td>1211</td>
<td>1311</td>
<td>1311</td>
<td>2</td>
<td>8.00</td>
<td>Meth.</td>
<td></td>
<td>M. Merren</td>
<td></td>
</tr>
<tr>
<td>T2</td>
<td>0928</td>
<td>0928</td>
<td>1737</td>
<td>1737</td>
<td>1737</td>
<td>4</td>
<td>33.00</td>
<td></td>
<td></td>
<td>L. Alcorn</td>
<td></td>
</tr>
<tr>
<td>C15</td>
<td>0918</td>
<td>0918</td>
<td>1715</td>
<td>1715</td>
<td>1715</td>
<td>1</td>
<td>8.00</td>
<td></td>
<td></td>
<td>P. Spruill</td>
<td></td>
</tr>
<tr>
<td>C74</td>
<td>0919</td>
<td>0920</td>
<td>1537</td>
<td>1537</td>
<td>1537</td>
<td>1</td>
<td>6.25</td>
<td></td>
<td></td>
<td>J. Finney</td>
<td></td>
</tr>
<tr>
<td>C70</td>
<td>0920</td>
<td>0920</td>
<td>1600</td>
<td>1600</td>
<td>1600</td>
<td>1</td>
<td>6.75</td>
<td></td>
<td></td>
<td>B. Brehany</td>
<td></td>
</tr>
<tr>
<td>C48</td>
<td>0920</td>
<td>0920</td>
<td>1821</td>
<td>1821</td>
<td>1821</td>
<td>1</td>
<td>9.00</td>
<td></td>
<td></td>
<td>R. Hillen</td>
<td></td>
</tr>
<tr>
<td>C45</td>
<td>1100</td>
<td>1100</td>
<td>1100</td>
<td>1100</td>
<td>1100</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td>B. Spruill</td>
<td></td>
</tr>
<tr>
<td>Kc 107</td>
<td>0956</td>
<td>0956</td>
<td>1325</td>
<td>1325</td>
<td>1325</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
<td>Flowers</td>
<td></td>
</tr>
<tr>
<td>E29</td>
<td>0920</td>
<td>0920</td>
<td>1610</td>
<td>1610</td>
<td>1610</td>
<td>1</td>
<td>6.75</td>
<td></td>
<td></td>
<td>Walker</td>
<td></td>
</tr>
<tr>
<td>D9</td>
<td>1100</td>
<td>1100</td>
<td>1610</td>
<td>1610</td>
<td>1610</td>
<td>1</td>
<td>6.25</td>
<td></td>
<td></td>
<td>Heaton</td>
<td></td>
</tr>
<tr>
<td>E10</td>
<td>0922</td>
<td>0922</td>
<td>1749</td>
<td>1749</td>
<td>1749</td>
<td>1</td>
<td>8.50</td>
<td></td>
<td></td>
<td>R. Bressy</td>
<td></td>
</tr>
<tr>
<td>T2</td>
<td>1757</td>
<td>1759</td>
<td>1806</td>
<td>2314</td>
<td>2314</td>
<td>2</td>
<td>11.50</td>
<td></td>
<td></td>
<td>Lambo</td>
<td></td>
</tr>
<tr>
<td>C1</td>
<td>0918</td>
<td>0918</td>
<td>1852</td>
<td>1852</td>
<td>1852</td>
<td>1</td>
<td>9.50</td>
<td></td>
<td></td>
<td>B. Anderson</td>
<td></td>
</tr>
<tr>
<td>C20</td>
<td>0918</td>
<td>0918</td>
<td>1852</td>
<td>1852</td>
<td>1852</td>
<td>1</td>
<td>9.50</td>
<td></td>
<td></td>
<td>B. Hoof</td>
<td></td>
</tr>
<tr>
<td>C40</td>
<td>0918</td>
<td>0918</td>
<td>1600</td>
<td>1600</td>
<td>1600</td>
<td>1</td>
<td>6.75</td>
<td></td>
<td></td>
<td>Crandell</td>
<td></td>
</tr>
<tr>
<td>C41</td>
<td>0918</td>
<td>0918</td>
<td>1600</td>
<td>1600</td>
<td>1600</td>
<td>1</td>
<td>6.75</td>
<td></td>
<td></td>
<td>Griffin</td>
<td></td>
</tr>
<tr>
<td>C60</td>
<td>0918</td>
<td>0918</td>
<td>1600</td>
<td>1600</td>
<td>1600</td>
<td>1</td>
<td>6.75</td>
<td></td>
<td></td>
<td>Marine</td>
<td></td>
</tr>
<tr>
<td>C65</td>
<td>0918</td>
<td>0918</td>
<td>1600</td>
<td>1600</td>
<td>1600</td>
<td>1</td>
<td>6.75</td>
<td></td>
<td></td>
<td>Marine</td>
<td></td>
</tr>
<tr>
<td>W10</td>
<td>1908</td>
<td>1428</td>
<td>2319</td>
<td>2319</td>
<td>2319</td>
<td>2</td>
<td>8.50</td>
<td></td>
<td></td>
<td>Perimeter</td>
<td></td>
</tr>
</tbody>
</table>

**Police:** MALCO, GAS CO, WATER, ALARM, Board Health, Red Cross, Salvation Army, IED

**Others:** Smoke Showing, No Gas, Lifting, Touchdown, Morro Awards, 1833 Front, End Lead, Warnings from Airports, 1833
EMERGENCY EVACUATION DIAGRAM

LEGEND
- Fire Alarm
- Exit
- Stairway Exit
- Elevator
- Smoke
- Smoke Alarm
- Exitway
- Door

You are: [Your Location]
You're just arrived
If you hear an alarm
If you're stuck in your room

Know your exits.
Find your alarms.
Understand your Air Conditioner.

Take your key:
Test doors for heat before opening.
If hall is smoke-free, exit.
If stairwell is safe, exit to street.
Don't use elevators.
Keep calm.

Turn off the Air Conditioner.
Stuff doors and vents with a wet cloth.
Remove drapes from the windows.
Have water ready to re-moisten cloth.
Phone your location.
Keep calm.
Appendix 0

Victim Autopsy Report

(Included in master copy at U.S. Fire Administration only.)
Appendix P

Stescon Industries
Specifications Regarding
Flexicore Floor Panels

SECTION 5 -CHAPTER 1
FLOOR FINISHES

A variety of floor finishes may be obtained over Flexicore slabs. The
surface is usually first prepared to receive the floor material by placing
an underlayment of mastic or concrete, or by setting metal or wood sleep-
ers. Underlayment, floor finishes, and/or all material and work above
Flexicore slabs are by others in the general contract work.

Since camber varies with individual loads and spans it is
important to consult your manufacturer concerning the
amount of camber to be expected. This may affect your
choice of floor finish.

CONCRETE FINISHES
When a plain concrete finish is desired, it is
best applied as a lean dry mix on a clean sur-
face primed with cement slurry. The surface
should first be thoroughly cleaned and
wet down to insure adequate bond. After the
excess water is removed broom on wet cement
and water slurry just ahead of concrete plac-
ing. Do not allow slurry to dry or it will not
produce the desired bond. Thickness should
be at least one and one-half inches. Applica-
tions of this type of finish include a concrete
floor with integral coloring, cast in place term
razzo, floors with hardner or wearing aids in-
tegrally added, or just a plain finished cement
floor.

FLOOR COVERINGS ON MASTIC
UNDERLAYMENT
The underlayment may be any one of the fol-
lowing general mastic types - asphaltic con-
crete, Lay-kwik, Tremco, mastic underlay-
ment, Camps or rubber base. The thickness of
the underlayment should be only enough to
level off any construction irregularities Gen-
erally 3/8" minimum thick mastic is sufficient
if the contour of the cambered slabs can be
followed. The adhesive used to secure the
floor covering should be either made by or
recommended by the manufacturer of the floor
material used

APPLICATIONS: Hardwood block flooring,
resilient floor such as: Cork tile, linoleum,
asphalt tile, rubber tile, plastic tile.

FLOOR COVERINGS ON CEMENT
UNDERLAYMENT:
APPLICATIONS: Same as for mastic underlayment. Also cut stone,
flagging, precast terrazzo, and other materials that normally require a
mortar bed for placing.
Regulation matched wood flooring may be applied to sleepers by any of the methods shown. If no sub-floor is to be used, the sleepers should be a maximum of 12” on center. If the sub-floor is used, the sleepers may be 16” apart and a layer of building paper should be placed between floors. Beveled wood screeds (B) may be secured to the slab by concrete fill between screeds to within ¼ inch of the bottom of the flooring. Otherwise the sleepers may be secured by cut nails in the slab joints.

Other systems for securing wood flooring to non-nailable materials are available such as the Loxit Floor System (C) and the mechanical clip shown in (A). These types of sleepers should be installed in strict accordance with the manufacturer’s instructions. The Loxit System illustrated consists of channel shaped metal sleepers which are leveled with shims and floor clips are applied at every joint. The floor clip (A) consists of metal inserts in the keyway to receive and hold the wood sleepers.

With all floors laid on sleepers or screeds it is advisable to grout in or fill the void beneath the floor with a poured fill. This helps eliminate squeaks, eliminates drumming which may be annoying in some cases, prevents the formation of moisture in the trapped air space, and provides end match protection for the wood flooring.
Advantages of Floor & Roof Construction with FLEXICORE

1. TWO, HR. FIRE RATING -- Untopped Section
   THREE, HR. FIRE RATING With 2" topping.
   Result: Low insurance rates.

2. Slabs can be cantilevered
   Result: Useful for balconies & overhangs

3. Flexicore construction lowers building height
   Result: Less brick work needed
            Shorter mechanical runs

4. Flexicore exposed for ceiling; only painting necessary
   Result: No hung ceilings needed
            Only Animal maintenance required

5. Long spans & heavy loadings possible
   Result: Less columns needed
            Simpler layout

6. Fast erection in all weather
   Result: Overall job time reduced
            Work deck available for electrical & mechanical trades

7. Interior partitions built to flat under soffit
   Result: Noise reduced between rooms

8. Hollow cores in plank useful
   Result: Reduces dead weight
            Electrical & mechanical runs within plank

9. Various framing systems possible
   Result: Wall bearing, steel frame, concrete frame or
           precast frame possible

10. Sound reduction factor -- 55 decibels
    Result: Quieter building

11. Competitive cost -- STRESCON INDUSTRIES will quote "not to exceed"
    prices based on preliminary plans