

EA02-025

FORD 10/27/03

APPENDIX N

BOOK 39

PART 2 OF 8

R-174

RE:

[REDACTED]

V

FORD

[REDACTED]

11:11:58 AM

08-15-2002

VINassist(R) Version 1.15

(c) by NICE 1991

Law Enforcement Edition

VIN:1LNLM61W8NY672735

DIGIT	DESCRIPTION	MEANING
1	Country of Origin	UNITED STATES
L	Manufacturer	LINC LINCOLN
M	Vehicle Type	LINCOLN PASSENGER CAR
L	Restraint System	ACT.BELTS(ALL) W/AIR BAGS(FRONT)
M	Line	PASSENGER CAR
81	Body Style	TOWN CAR BASE/EXECUTIVE 4 DR SEDAN
W	Engine	4.6L EFI V8
8	Check Digit	CHECK DIGIT VALID
.	Year	1992
Y	Assembly Plant	WIXOM, MI
672735	Sequence Number	IN RANGE

***** VIN Passed Test *****

VIN indicates a 1992 LINCOLN TOWN CAR BASE/EXECUTIVE 4 DR SEDAN

(c) by NICE, 1991

INCIDENT REPORT

DeKalb County Fire Department

MIRS-1

10-1-20

[] DELETE
[] CHANGE

A	FDID 04405	INCIDENT NO 99-108324	EXP NO 00	-MO 03	DAY 17	YR 99	DAY OF WEEK Wednesday 4	ALARM TIME 15:38:00	ARRIVAL TIME 15:50:00	IN SERVICE 15:39:00	
B	TYPE OF SITUATION FOUND Vehicle Fire						TYPE OF ACTION TAKEN Extinguishment		MUTUAL AID [] Read [] Given		
C	FIXED PROPERTY USE 1-family Dwelling-year						IGNITION FACTOR 411 Undetermined		00		
D	CORRECT ADDRESS Stone Mountain, GA						CO.	TWN	ZIP CODE	CENSUS TRACT	
E	OCCUPANT NAME						TELEPHONE		ROOM/APT NO		
F	OWNER NAME						ADDRESS		TELEPHONE		
G	METHOD OF ALARM FROM PUBLIC Telephone Tie Line						TYPE OF ALARM 7 EMERGENCY		DISTRICT 24	SHIFT B	STATION 24
H	911 USED		PERSONNEL RESPONDED 008		ENGINES RESPONDED 001		AERIAL APPARATUS 000		OTHER VEHICLES 000		

I	NUMBER OF INJURIES FIRE SERVICE 000	OTHER 000	NUMBER OF FATALITIES FIRE SERVICE 000	OTHER 000
---	----------------------------------------	-----------	------------------------------------------	-----------

J	COMPLEX Apartment Complex	42	MOBILE PROPERTY TYPE Automobile	11
K	AREA OF FIRE ORIGIN Engine Area, Running Gear		EQUIPMENT INVOLVED IN IGNITION Vehicle	
L	FORM OF HEAT OF IGNITION Undetermined	00	TYPE OF MATERIAL IGNITED Undetermined	00
M	METHOD OF EXTINGUISHMENT Preconnect w/Tank Water		5	ESTIMATED LOSS 12,000
			1	ESTIMATED VALUE 12,000

N	NUMBER OF STORIES	CONSTRUCTION TYPE
O	EXTENT OF FLAME DAMAGE	EXTENT OF SMOKE DAMAGE
P	DETECTOR PERFORMANCE	SPRINKLER PERFORMANCE
Q	IF SMOKE SPREAD BEYOND ROOM OF ORIGIN	TYPE OF MATERIAL GENERATING MOST SMOKE
R		AVENUE OF SMOKE TRAVEL
		FORM OF MATERIAL GENERATING MOST SMOKE

18

014

S	IF MOBILE PROPERTY	YEAR 82	MAKE LINCOLN	MODEL TOWNCAR	SERIAL NO. SEE BELOW	LICENSE NO. 180 NWP
T	IF EQUIPMENT INVOLVED IN IGNITION	YEAR	MAKE SEE ABOVE	MODEL	SERIAL NO. 1LNLH51W6N	

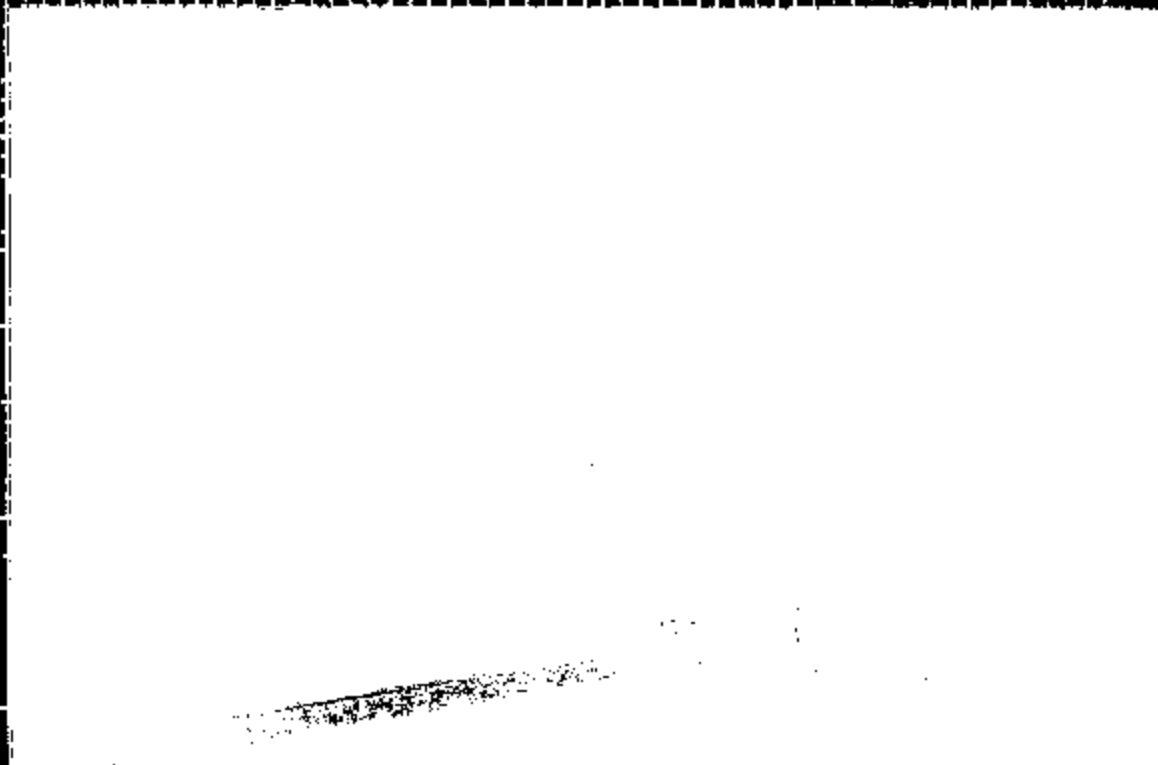
(X) CHECK IF COMMENTS

OFFICER IN CHARGE (NAME, POSITION, ASSIGNMENT)	DATE
U [REDACTED]	03/17/1999
MEMBER MAKING REPORT (IF DIFFERENT FROM ABOVE)	DATE
C. MORRISON, FFII A/DE	03/17/1999

END-825-A 8483



ROLL # B537
NEG # 4



ROLL # 8914
NEG # 7



ROLL # 8637
NEG # 2



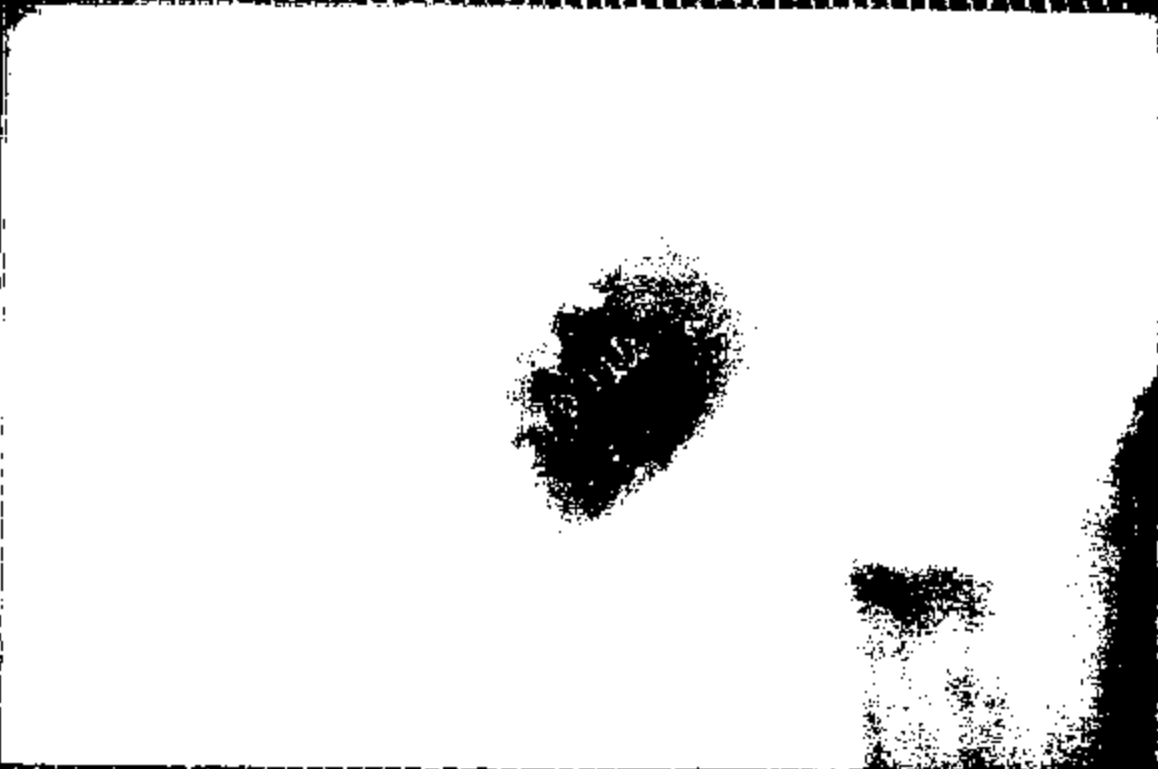
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NEG # 3



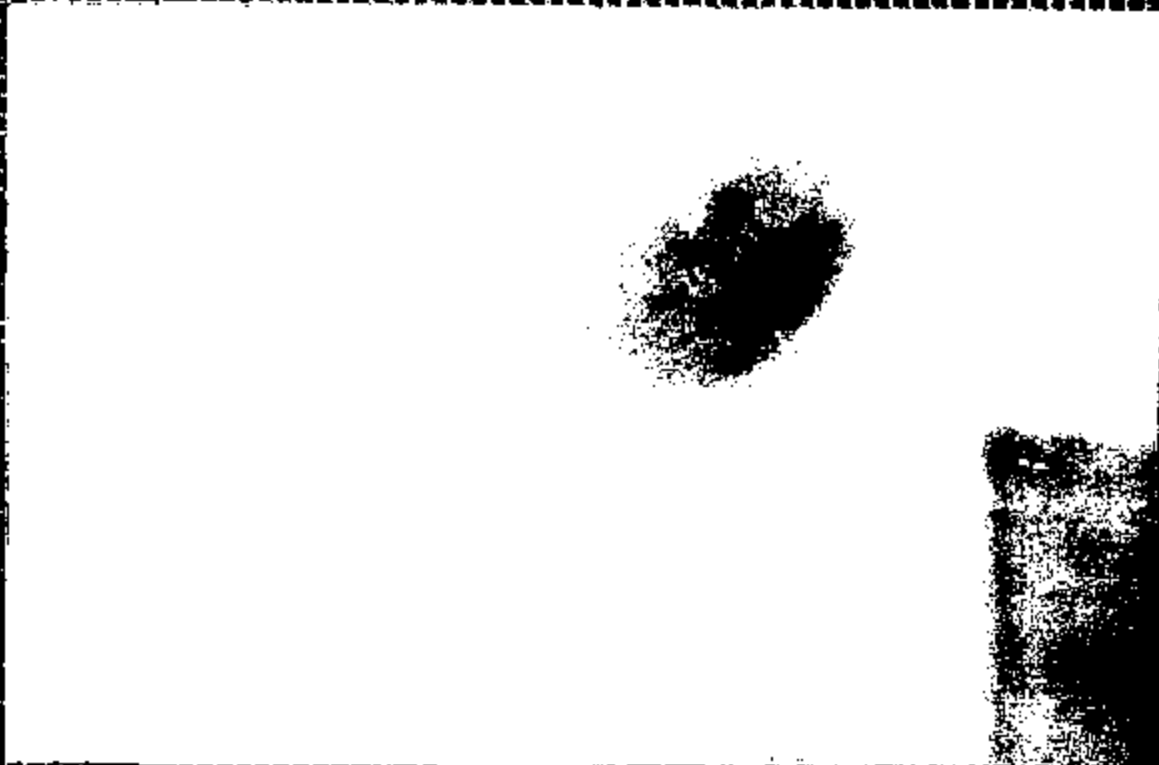
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NEG # 5



ROLL # 8637
NEG # 21



ROLL # 8635
NEG # 9



ROLL # 8635
NEG # 11

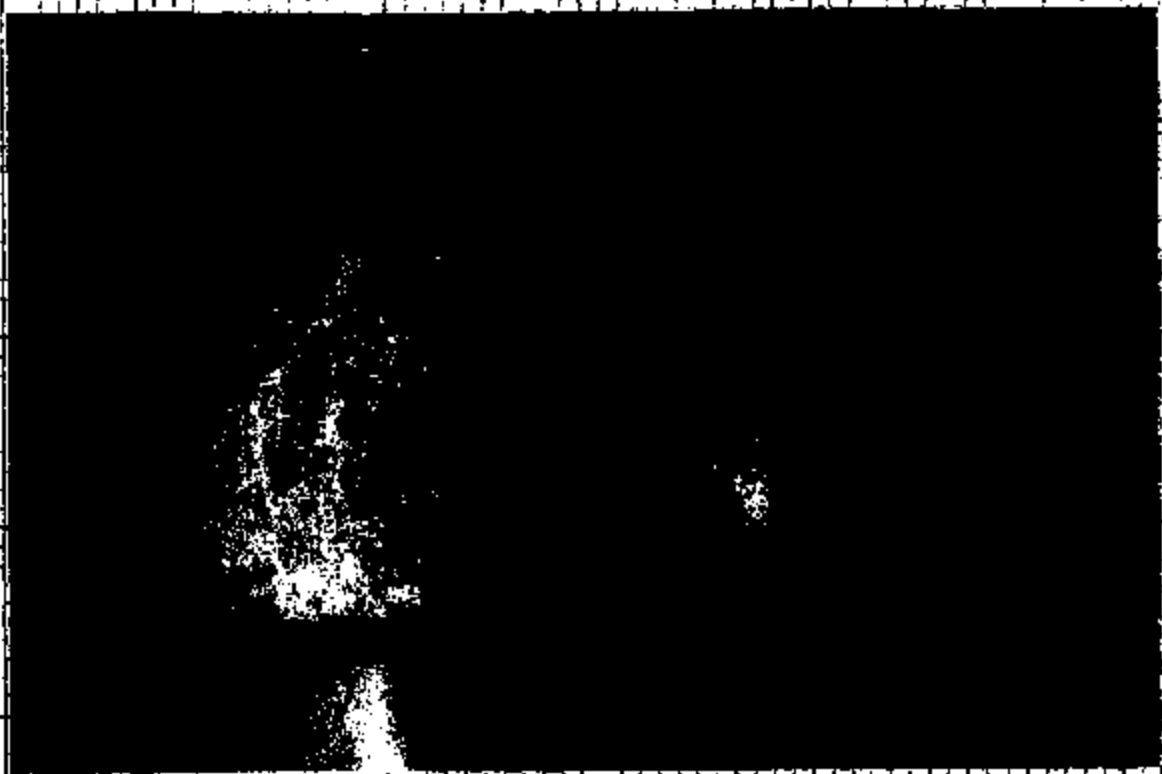


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NEG # 26

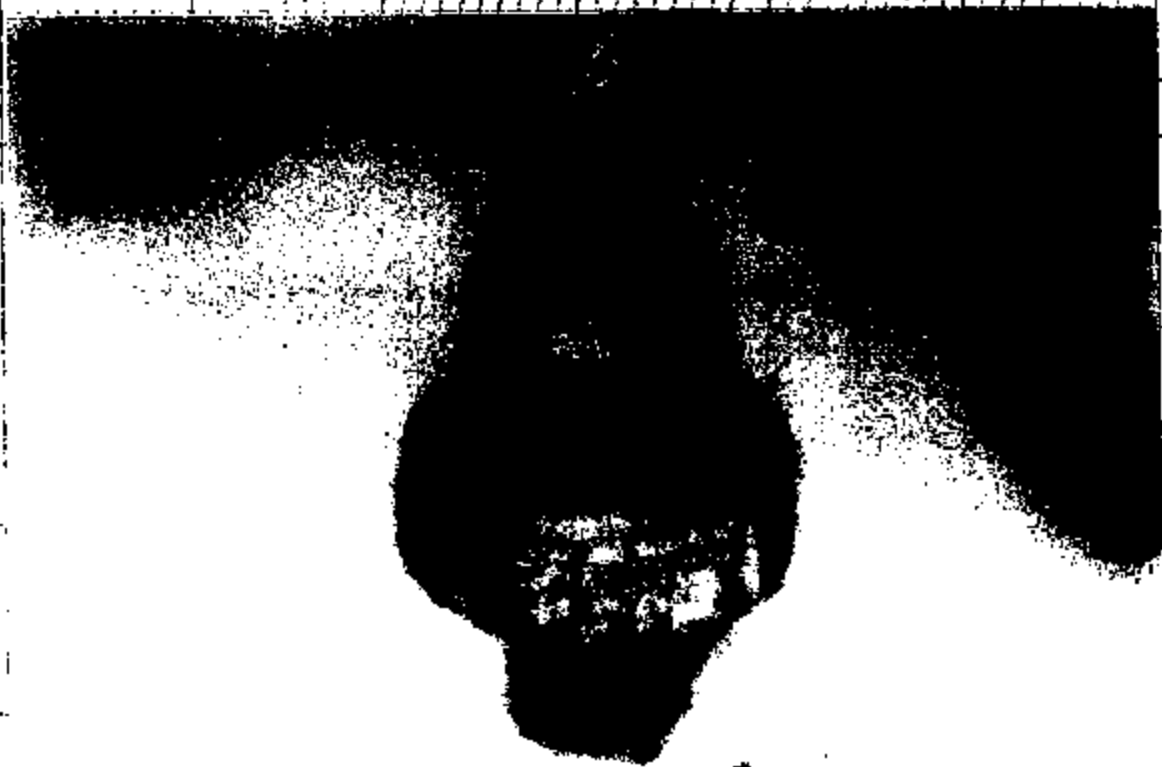


ROLL # 8911
NEG # 32

EA92-825-A 8459



ROLL # 8637
NEG # 20



ROLL # 8637
NEG # 26

EA02-025-A 6459



ROLL # B637
NEG # 28



ROLL # B637
NEG # 31



ROLL # 8637
NEG # 35



ROLL # 8635
NEG # 16

ER02-025-A 0401



ROLL # 8635
NEG # 21



ROLL # 8635
NEG # 22

EP02-025-A 0402



ROLL # 8835
NEG # 25

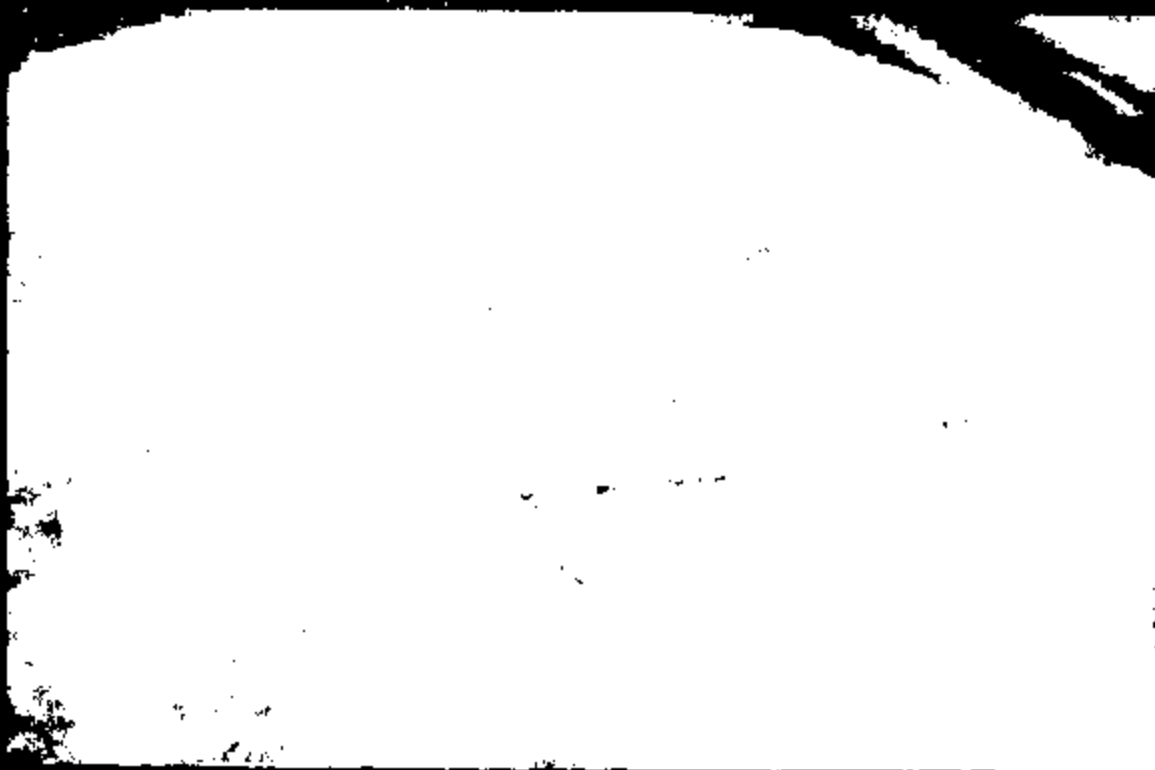


ROLL # 8835
NEG # 27

EA92-025-A 6483

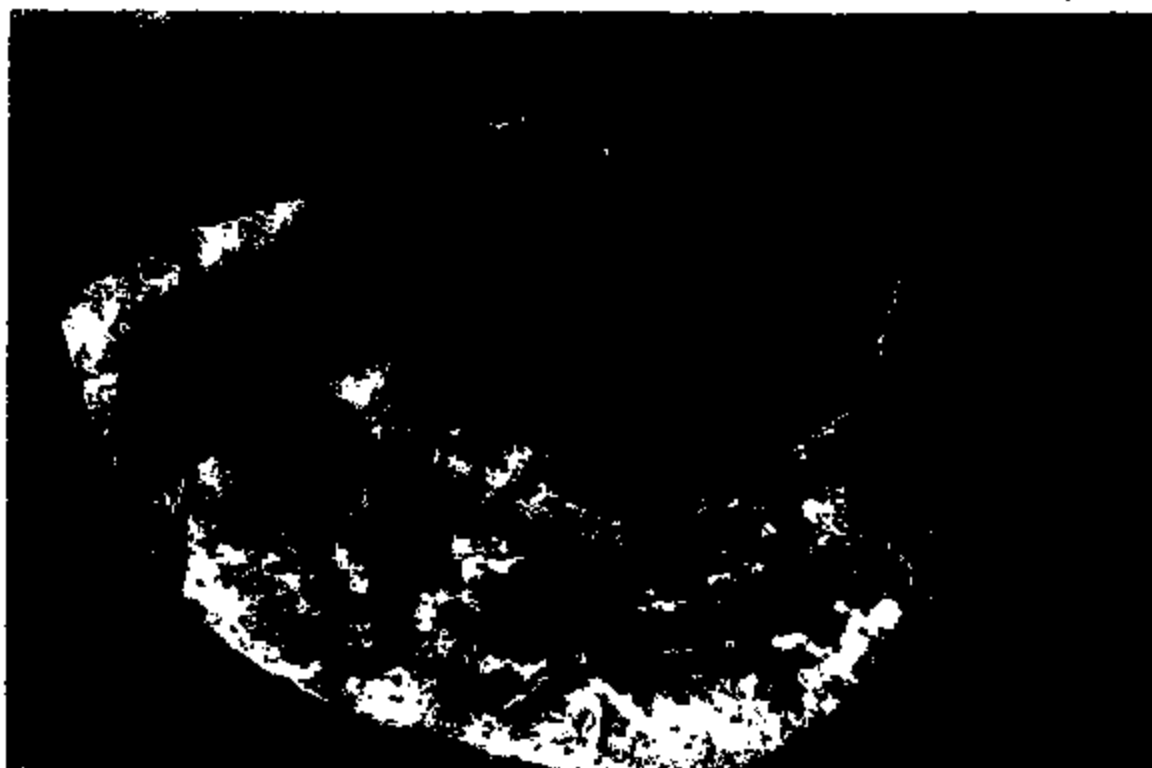


ROLL # 8635
NEG # 33



ROLL # 8638
NEG # 2

EP02-025-A 0464



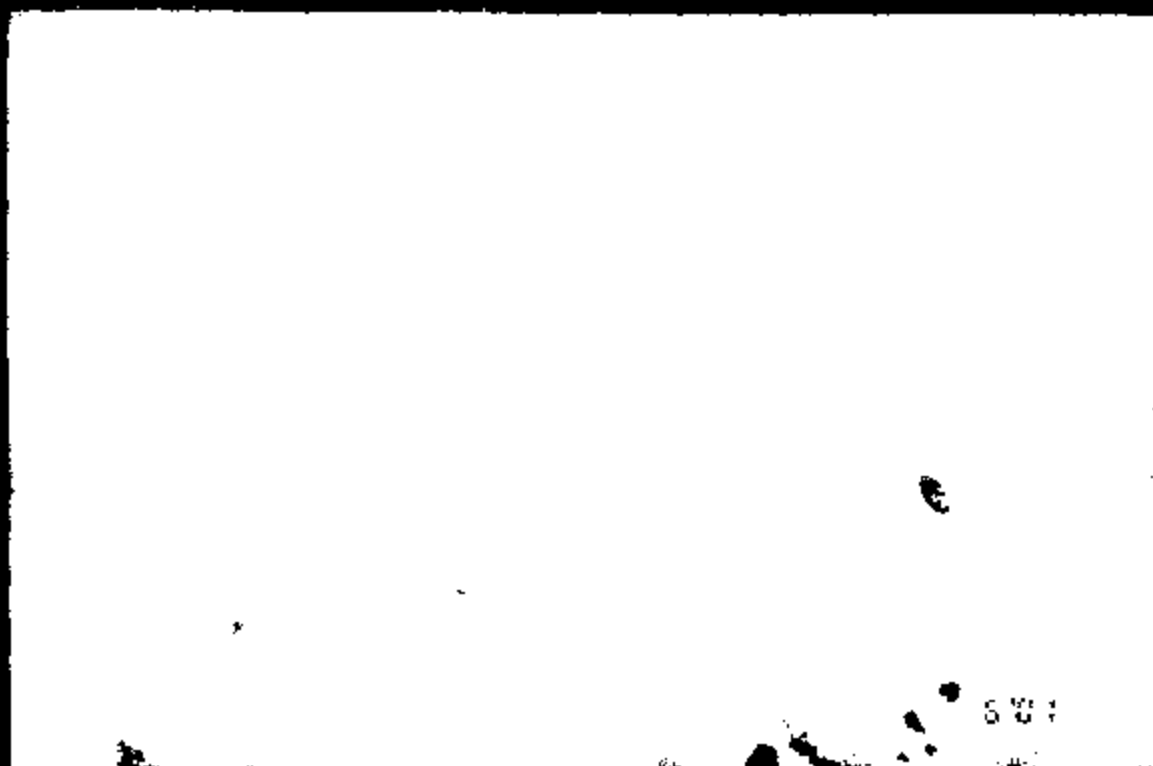
ROLL # 8638
NEG # 5



ROLL # 8638
NEG # 13

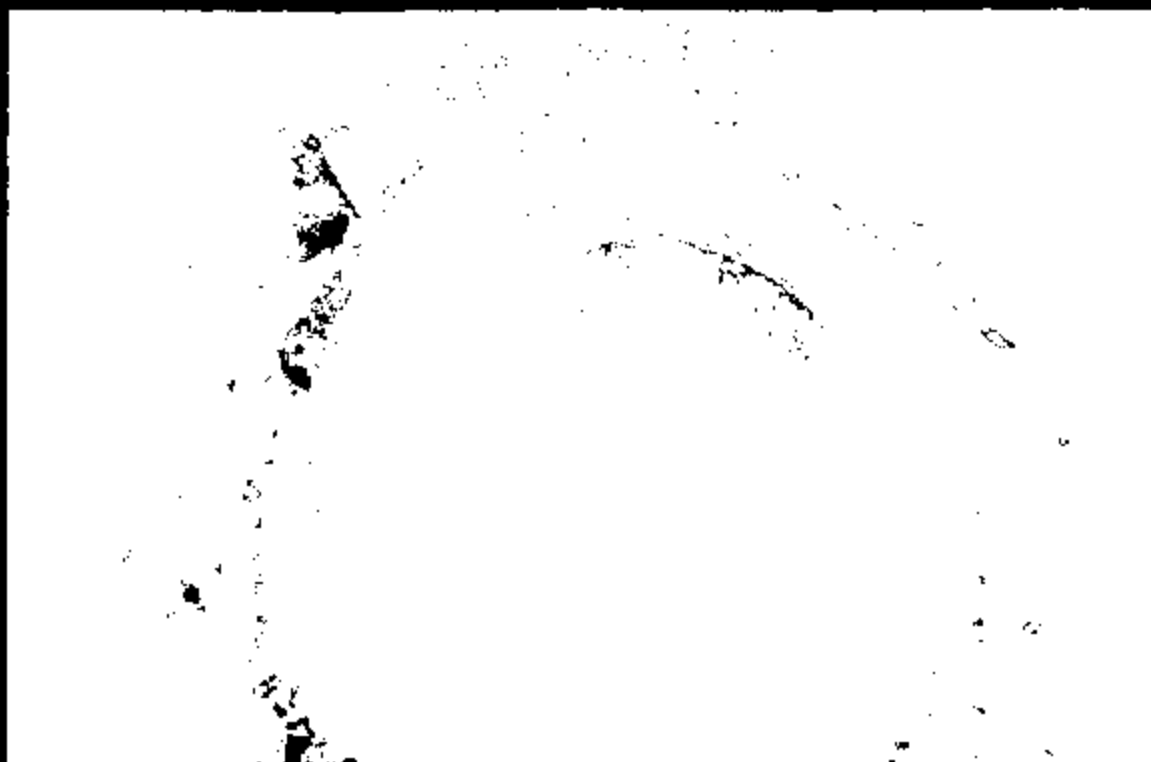


ROLL # 8638
NEG # 22



ROLL # 8638
NEG # 25

EA62-825-A 8488



ROLL # 8638
NEG # 28



ROLL # 8912
NEG # 9

EA02-625-A 8487

McClall County Fire - services

FOID	INCIDENT NO	EXP NO	MO	DAY	YR	DAY OF WEEK	ALARM TIME
04405	89-108324	00	03	17	99	Wednesday 4	16:38:00

NARRATIVE

Q24 RESPONDED TO A SIGNAL 10-V. ENROUTE DISPATCHED THE CALL AND REVISED IT TO A SIGNAL 10-D. UPON ARRIVAL Q24 CAME UPON A WELL INVOLVED VEHICLE FIRE THAT WAS SITTING VERY CLOSE TO THE DWELLING. Q24 INFORMED RADIO THAT THEY HAD A WELL INVOLVED VEHICLE AND NOT A DWELLING, AND CANCELLED ALL OTHER RESPONDING APPARATUS. Q24 USED 150' OF 1 3/4" HOSELINE TO EXTINGUISH FIRE LOCATED IN THE ENGINE COMPARTMENT. Q24 ALSO APPLIED WATER TO FRONT FASCIA OF DWELLING, WHERE THE HEAT TRANSFER FROM THE VEHICLE STARTED TO BLISTER THE PAINT ON THE HOUSE. Q24 ALSO EXTINGUISHED BRUSH SURROUNDING VEHICLE. VEHICLE OWNER WAS ALSO THE HOMEOWNER AND WAS INSURED FOR BOTH. OWNERS VEHICLE WAS INSURED WITH GEICO INSURANCE CO., POLICY# [REDACTED] ISSUED 3-25-94 AND EXPIRES 3-25-99. VEHICLE #1LNLM61W9N [REDACTED] OWNERS HOME IS INSURED WITH NATIONWIDE INSURANCE COMPANY. POLICY# [REDACTED] ADVISED OWNER THAT REPORT COULD BE OBTAINED FROM HEADQUARTERS IN APPROX. 5 BUSINESS DAYS.

FIRE LOSS REPORT

Delaware County Fire Services

FOID	INCIDENT NO	EXP NO	MO	DAY	YR	DAY OF WEEK	ALARM TIME
04405	99-108324	00	03	17	99	Wednesday 4	16:38:00

	BUILDINGS	VEHICLES	CONTENTS	TOTAL
ESTIMATED LOSS	0	12,000	0	12,000
ESTIMATED VALUE	0	12,000	0	12,000
INSURED AMOUNT	0	0	0	0
SETTLEMENT AMOUNT	0	0	0	0

INSURANCE INFORMATION	
BUILDINGS AND CONTENTS.. COMPANY: AGENCY: CONTACT: PHONE:	VEHICLES.. COMPANY: GEICO INS AGENCY: CONTACT: PHONE:

JOLLY1 RC11

RE:

[REDACTED]

**V
FORD**

JOLLY

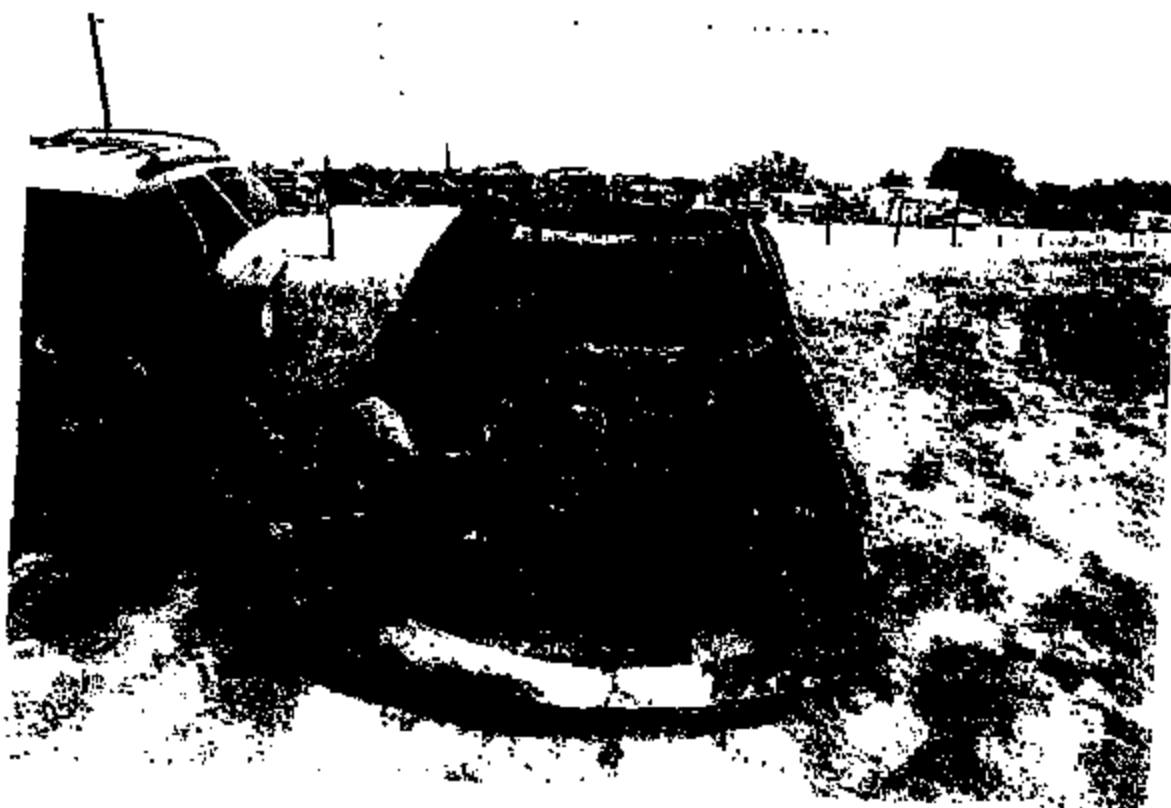
VIN # INCOMPLETE



ROLL # 5462
NEG # 6



ROLL # 5462
NEG # 8



ROLL # 5462
NEG # 2



ROLL # 5462
NEG # 5



ROLL # 5452
NEG # 25



ROLL # 5456
NEG # 14

ER62-825-A 8475

R-122

RE:



**V
FORD**

KHOSHBIN

11:59:39 AM

08-15-2002

VINassist(R) Version 1.15

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Law Enforcement Edition

VIN:1LNLM83W5NY707552

DIGIT	DESCRIPTION	MEANING
1	Country of Origin	UNITED STATES
L	Manufacturer	LINC LINCOLN
N	Vehicle Type	LINCOLN PASSENGER CAR
L	Restraint System	ACT.BELTS(ALL) W/AIR BAGS(FRONT)
M	Line	PASSENGER CAR
83	Body Style	TOWN CAR CARTIER 4 DR SEDAN
W	Engine	4.6L EFI V8
S	Check Digit	CHECK DIGIT VALID
9	Year	1992
Y	Assembly Plant	WIXOM, MI
707552	Sequence Number	IN RANGE

***** VIN Passed Test *****

VIN indicates a 1992 LINCOLN TOWN CAR CARTIER 4 DR SEDAN

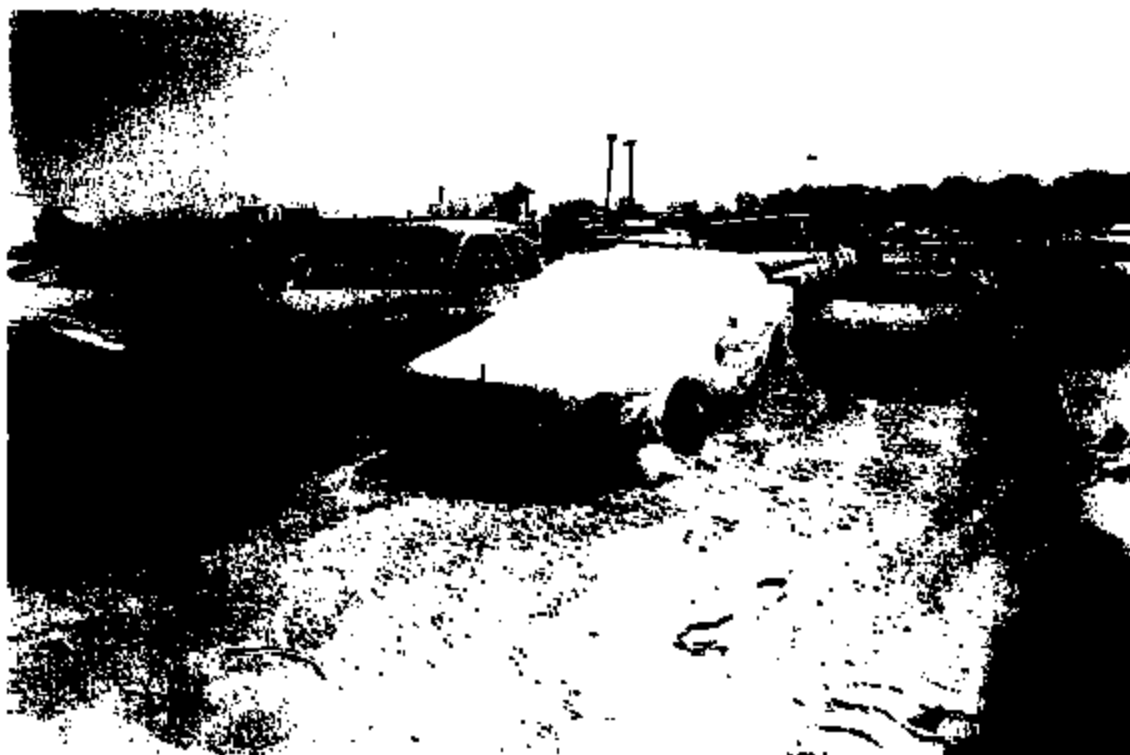
(c) by NICB, 1991



Photograph #36 - View of the vehicle being loaded on the flat-bed wrecker

Photograph #37 - Another view showing well defined burn on the hood.





ROLL # 1675
NEG # 2



ROLL # 9819
NEG # 2

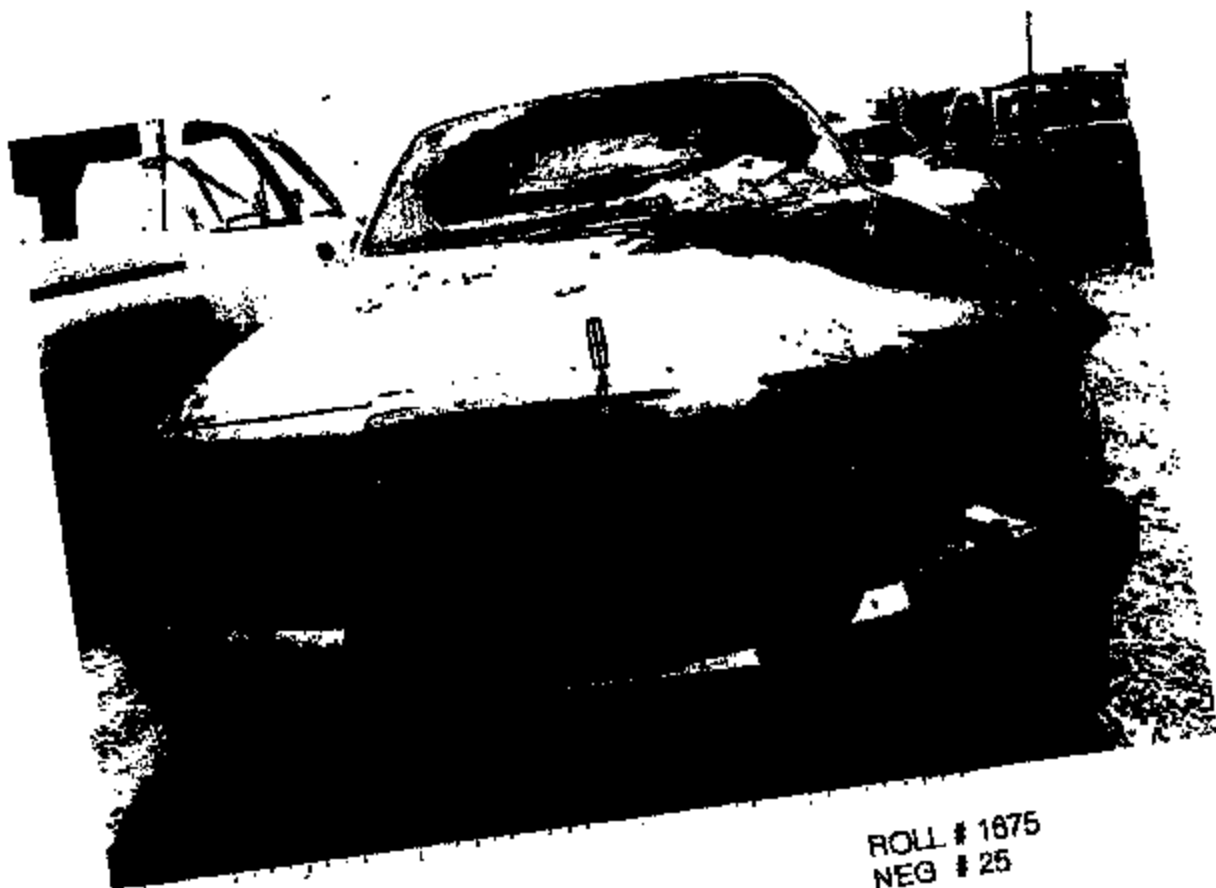
EA82-025-A 8488



ROLL # 1675
NEG # 12



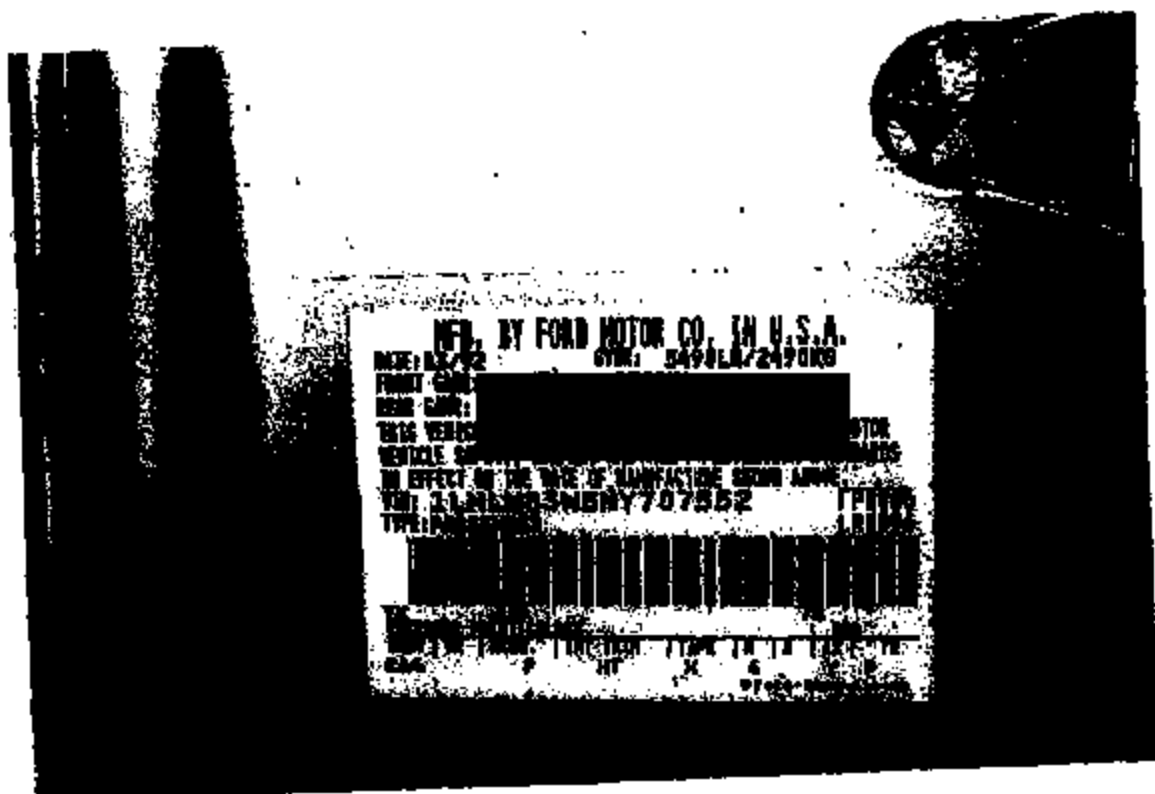
ROLL # 1675
NEG # 17



ROLL # 1675
NEG # 25



ROLL # 1675
NEG # 37



ROLL # 1684
NEG # 3



ROLL # 1684
NEG # 6

ENG-825-A 848



ROLL # 9819
NEG # 34



First Choice Investigations

Don Kelleff
Phone/Fax (940) 321-2231

3 Whispering Circle
Email: wingdude@aolmail.net

Hickory Creek, TX 75085
Mobile 940 367-0528

First Choice Investigations



Texas License A-08812

REPORT TO

Shane Khoshbin
Butrus, Khoshbin & Wilson, L.L.P.
3625 North Hall Street, Suite 740
Dallas, TX 75219

House Fire

INSURED
[REDACTED]

Claim # [REDACTED]

Date of Loss: January 4, 2000

Report by: Don Kelleff

F.C.I. File # 2K-001

Report Date: February 18, 2000

CONCLUSION

The January 4, 2000 fire in the [REDACTED] residence originated in the engine compartment of a 1992 Lincoln Town Car parked in the garage. It appears to be related to a problem involving the speed control deactivation switch. The switch problems are identified and described in information provided through the National Highway Traffic Safety Administration (NHTSA) Campaign ID #99V124000.

EVIDENCE

During this investigation evidence was secured and is being stored at the facilities of Insurance Auto Auction, Inc., located at 4226 E. Main Street in Grand Prairie, TX 75050, under their stock number 1298. The vehicle has been shrink wrapped for protection and preservation of evidence.

DISCUSSION

An investigation was made to determine the cause of a fire that occurred on January 4, 2000 involving the single family residence of [REDACTED] and [REDACTED] as well as their vehicle which was parked in the garage at the time. The dwelling is addressed as [REDACTED]arrant County, Texas. The involved vehicle is identified as a 1992 Lincoln Town Car, VIN 1LNLM83W5N[REDACTED] and Texas license [REDACTED]

The dwelling is of wood construction with brick veneer exterior wall covering, pier & beam foundation and composition asphalt roofing. Orientation of the dwelling is north.

According to information obtained from the [REDACTED] the vehicle had been used throughout the day and had been parked approximately 2 hours before the onset of the fire. They had experienced no problems with the vehicle. [REDACTED] also stated they had received a recall notice on the vehicle about a problem with the cruise control and had taken the vehicle to their local Lincoln/Mercury dealership for repair. [REDACTED] states she was told the replacement parts were not yet available and watched as a technician did something at the left fender of the vehicle. She was then told her cruise control system had been disconnected and was now safe. She would be notified when to bring the vehicle back for repair.

[REDACTED] stated he was sitting in his easy chair watching television when he heard a noise in the garage. He opened the door and was met by a cloud of heavy, black smoke. His first action was to hit the button to open the garage door which began to

open but failed. He grabbed the telephone, dialed 911 then they left the dwelling to await the fire department.

My initial fire scene examination on January 8, 2000 found heavy heat and smoke ventilation from the garage door area on the north side of the dwelling, smoke ventilation all around the eaves and attic space vents on the east and west ends of the roof and 2 areas of roof ventilation.

Natural gas service to the dwelling was metered from the east end. The metering device was still present. Electrical service to the dwelling was metered from the south side. The metering device had been removed. Examination of the external distribution panel found 1-20 amp. circuit breaker in the "tripped" position. There was no evidence of excessive heating at the panel. It was also noted that a portion of the south side of the dwelling had been enlarged at some unknown time. [REDACTED] stated this addition had already been done when he purchased the dwelling.

Interior examination found the only fire damage was at the doorway leading into the garage area which had surface fire damage at the upper regions of the door. All other damages inside the interior were from salvage and overhaul operations by the fire department to ensure there was no fire spread. Sections of the ceiling in each room had been removed to allow inspection and to reveal the extent of fire damage through the attic space.

Examination in the garage area found heavy fire damage throughout, with the heaviest being directly above the engine compartment of the vehicle parked in the garage. Closer examination of the vehicle found heavy damage on the left side of the hood and the left front fender. The windshield had broken inward, filling the vehicle with insulation materials from the attic space. No immediate evidence of wire harness failure was noted at this time. There were several small spots on the inner ledge of the left fender which did appear to be caused by arc flashing. Examination of the interior fuse panel found 2 fuses "blown". These were identified as #12 (15 amp.) & #17 (10 amp.). No explanation as to system coverage was found on the panel cover.

Examination of the only electrical appliance in use in the garage found the power cord intact, with no evidence of fire causation.

During the course of this examination my initial client, [REDACTED], informed me the loss had been turned over to Ms. Cherly St. Thomas from the Austin, Texas office. I telephoned Ms. St. Thomas and learned she would be at the loss site the next day. I advised her, since the vehicle was insured through another company, I was prevented from removing anything from the vehicle which might harm her potential for subrogation. She agreed and stated the proper department and attorneys had already been notified.

Photographs of the vehicle and dwelling were taken and I returned to my office. While enroute I visited a Lincoln/Mercury dealership to identify which fuses were labeled #12 & #17. Fuse #12 controls the cruise control deactivation switch and brake lights while #17 controls the keyless entry in the door panels. I was also informed the proper procedure to render the cruise control deactivation switch inoperative was to unplug the power harness at the switch, wrap it with non-conductive tape and zip tie it away from grounded metal. The technician, who asked not to be named, stated he knows of nothing done at the fender which would discontinue power to the problem switch.

I was contacted by Mr. Shane Khoshbin, Butrus, Khoshbin & Wilson, L.L.P., and informed he was handling the case for Ms. St. Thomas. On January 7, 2000 I received instructions from Mr. Khoshbin, via fax, that an inspection date had been set where all parties concerned could examine the vehicle. This date was January 14, 2000 at 10:00 AM.

On the appointed day I returned to the fire scene. Also present were: Eric Kacin, Special Investigations Unit for Old American Insurance Company who insured the vehicle; Larry Helton with Newell Investigative Services, Inc. in Gainesville, GA representing Ford; Dick Langran with Travelers Insurance Company representing the Lincoln/Mercury dealership; Shane Khoshbin and assistant Andy; Bill Stanfield, an independent Electrical and Mechanical Engineer hired by myself under the authorization of Mr. Khoshbin and the home owners [REDACTED] and [REDACTED].

The only difference noted in the fire scene from my previous visit was the garage door had been secured with sheets of plywood and a large portion of the personal belongings inside the dwelling had been removed for cleaning and storage.

With the aid of Mr. Langran, the plywood sheeting was removed from the door and the garage door raised to allow additional lighting and easy access. From this point on I was mainly in the "observation" mode. As the other investigators and engineers examined the vehicle, it was apparent from pieces of overheard conversations, Mr. Helton was delighted to find the vehicle still intact. Several parts associated with the cruise control system of the vehicle were recovered, photographed and placed in the vehicle for future examination. At one point Mr. Helton was overheard telling Mr. Langran the power wires to the deactivation switch were still connected and it did appear to be the cause of the fire.

After this phase of the vehicle examination was completed, a wrecker was secured to take the vehicle to Insurance Auto Auction, Inc. (as described above) for storage. The vehicle was picked up by a flat-bed wrecker from Hesters under IAAI Invoice #411-10001298. I telephoned IAAI the next morning to verify the vehicle had been delivered, verified it had been covered with shrink wrap and received the stock number. I again verified this information on February 17, 2000.

During this phase of the investigation and vehicle examination I noted there were no "private" huddles between the two investigators representing Ford and the local dealership. Their conversations gave the appearance they were in agreement the fire originated in the engine compartment and was initiated by a problem with the suspect switch. In fact, Mr. Helton stated Ford recognizes there is a problem with this switch and has been unable to determine why it is failing.

To date I have found no other explainable cause for this fire.

Don Kellett
Don Kellett

R-188

RE:



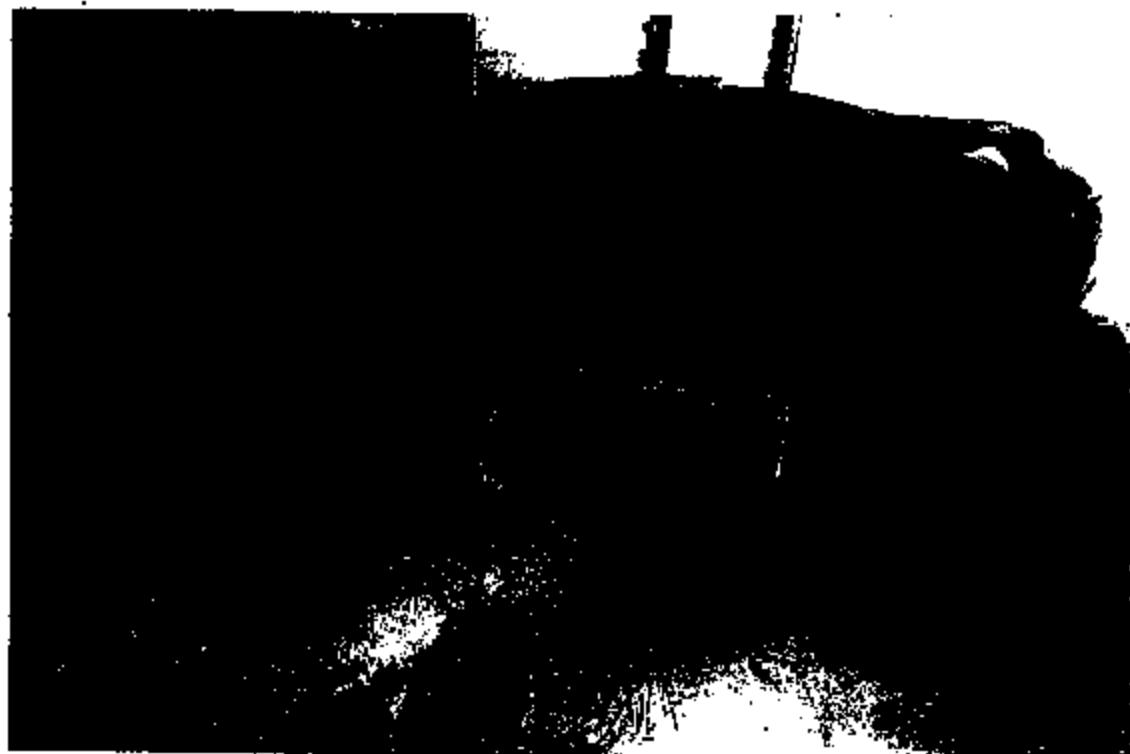
V

FORD

REITZ



ROLL # 8411
NEG # 2



ROLL # 8411
NEG # 6



ROLL # 8411
NEG # 9



ROLL # 8408
NEG # 34



ROLL # 8261
NEG # 4



ROLL # 8261
NEG # 7



ROLL # 6261
NEG # 13



ROLL # 6261
NEG # 14



ROLL # 6261
NEG # 18



ROLL # 6261
NEG # 25



ROLL # 6257
NEG # 3



ROLL # 6261
NEG # 26



ROLL # 6257
NEG # 7



ROLL # 6257
NEG # 15

ER82-625-A 5566

R-148

RE:

[REDACTED]

V

FORD

[REDACTED]

2:10:59 PM

VINassist(R) Version 1.15

08-15-2002

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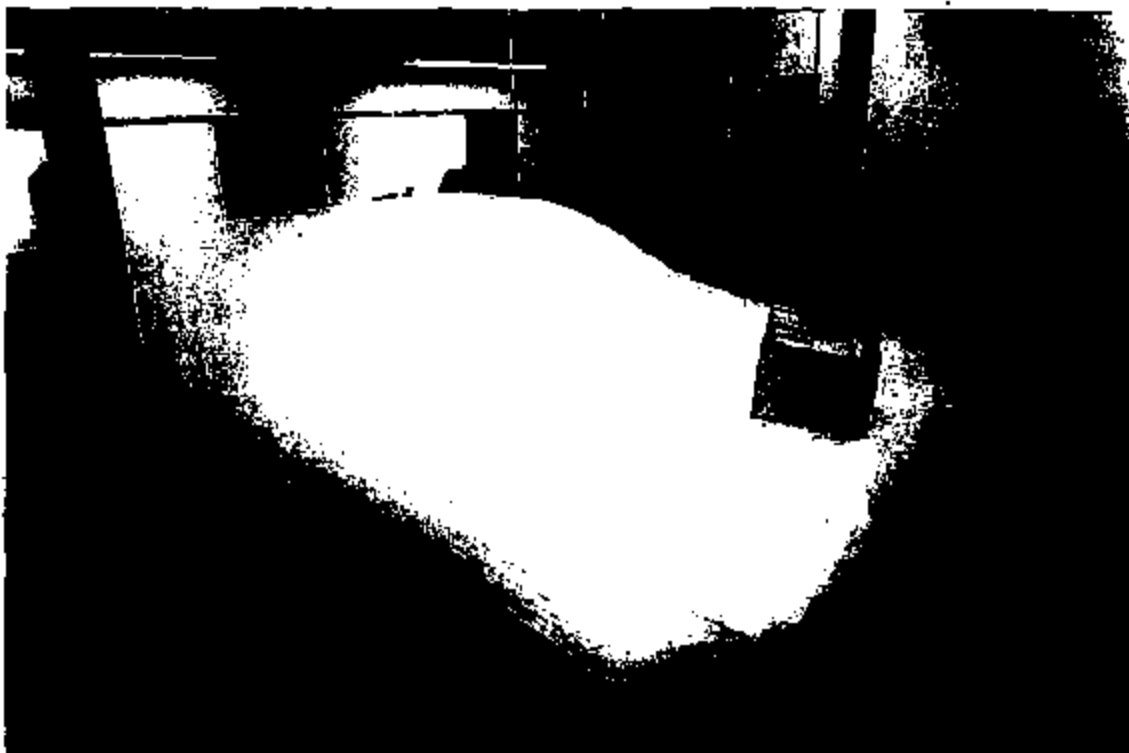
VIN: 2MECM74W5NX714559

DIGIT	DESCRIPTION	MEANING
2	Country of Origin	CANADA
M	Manufacturer	MERC MERCURY
E	Vehicle Type	PASSENGER CAR
C	Restraint System	AIR BAG & ACTIVE BELTS
M	Line	PASSENGER CAR
74	Body Style	GRAND MARQUIS GS 4 DR SEDAN
W	Engine	4.6L V8 BFI
5	Check Digit	CHECK DIGIT VALID
	Year	1992
X	Assembly Plant	ST. THOMAS: TALBOTVILLE, ONT. CANADA
714559	Sequence Number	IN RANGE

***** VIN Passed Test *****

VIN indicates a 1992 MERCURY GRAND MARQUIS GS 4 DR SEDAN

(c) by NICB, 1991



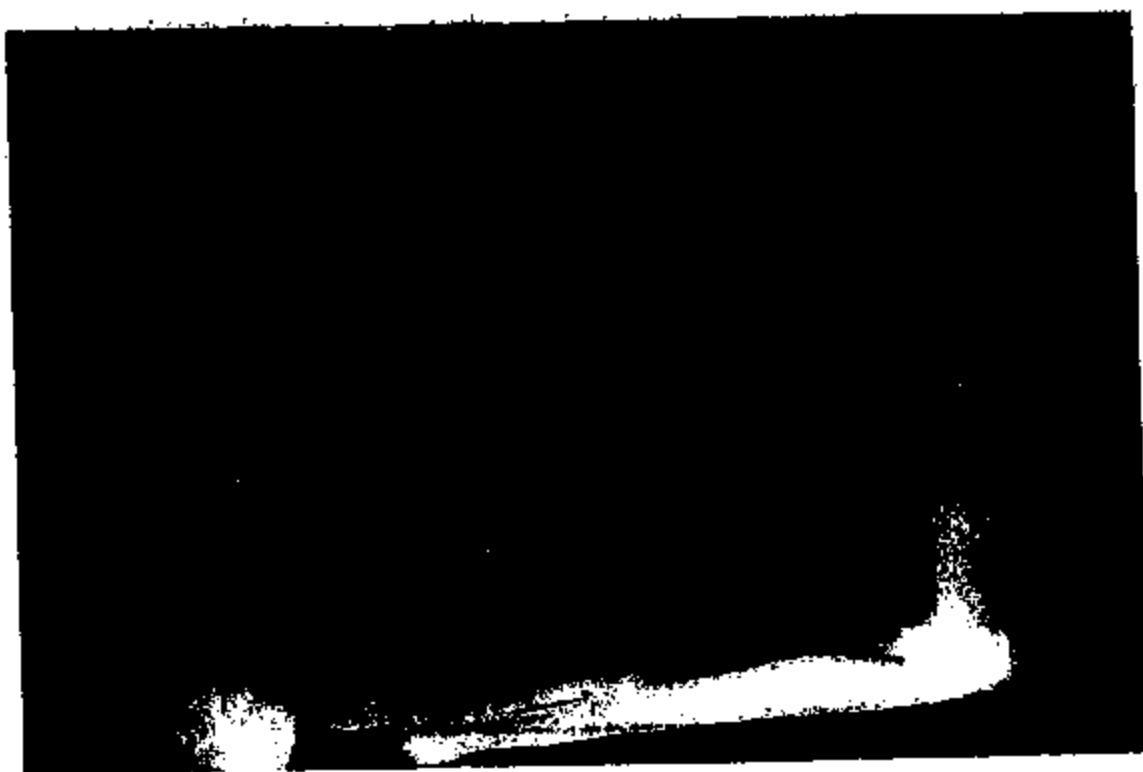
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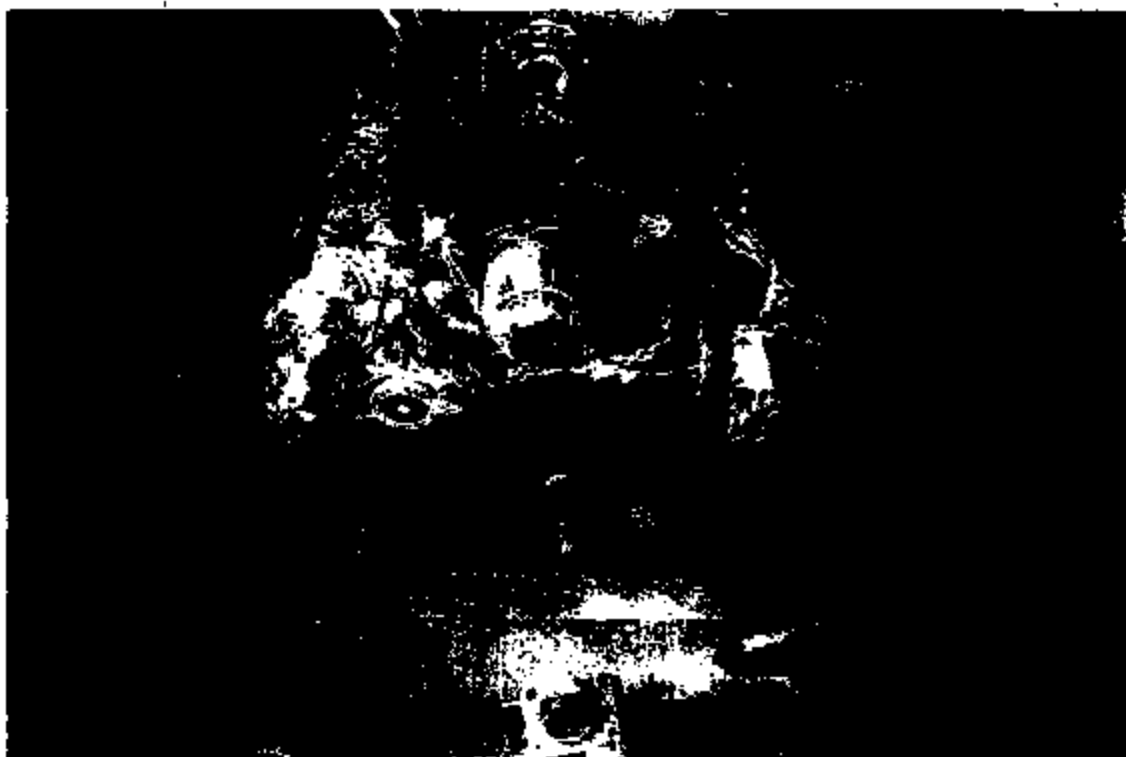
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NEG # 12



ROLL # 8274
NEG # 8



ROLL # 8274
NEG # 9



ROLL # 4001
NEG # 10



ROLL # 8275
NEG # 17

ER02-025-A 6500



ROLL # 8275
NEG # 18



ROLL # 8275
NEG # 22

5902-025-A 0007



ROLL # 8275
NEG # 25



ROLL # 8275
NEG # 28



ROLL # 8275
NEG # 36



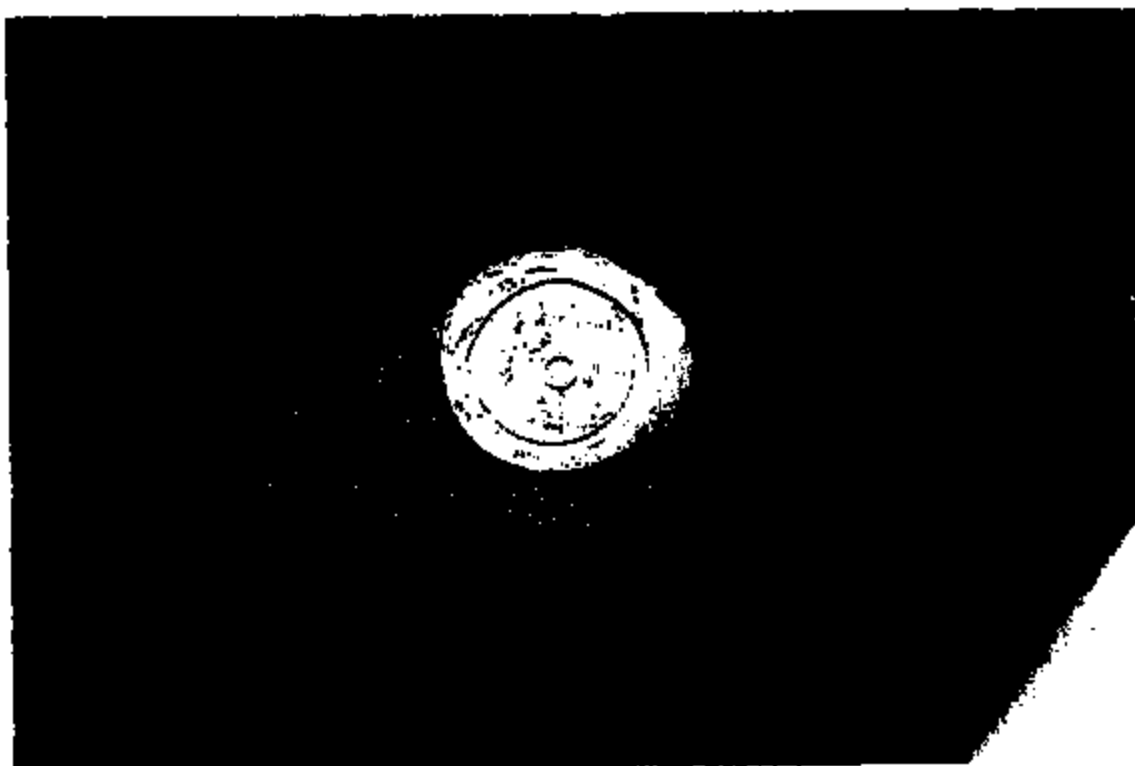
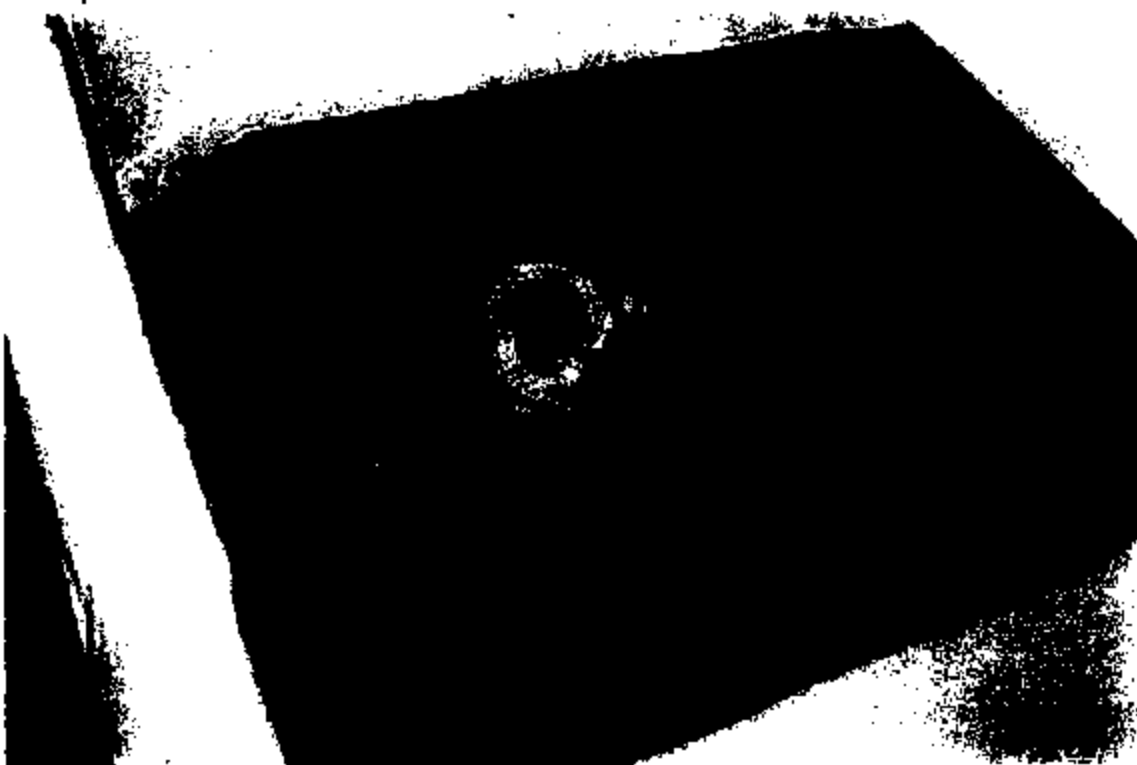
ROLL # 8273
NEG # 2



ROLL # 8273
NEG # 12



ROLL # 8273
NEG # 14



FIRE INCIDENT REPORT

ALL FIRES FIELD NOTES 900M-1	AGENCY WESTSIDE	FILE NUMBER

INCIDENT		DAY THUR	DATE 3/18	TIME 1619	FIRE DEPT. INCIDENT NO.
ADDRESS/LOCATION					
WEATHER AT TIME OF FIRE	GENERAL CONDITIONS			TEMP.	WIND DIR. WIND SPEED
PROPERTY DESCRIPTION	STRUCTURE (1-3) <input checked="" type="checkbox"/>	VEHICLE (4-3) <input type="checkbox"/>	WILDLAND (4-4) <input type="checkbox"/>	OTHER <input type="checkbox"/>	

OWNER/OCCUPANT	
OWNER'S NAME	PHONE NO.
OWNER'S ADDRESS	
OCCUPANT'S NAME	PHONE NO.
OCCUPANT'S ADDRESS	
DOING BUSINESS AS	PHONE NO.

NOTIFICATION FOR INVESTIGATION					
DAY THURS	DATE 3/18	TIME	FROM WHOM LATHROP		
RECEIVED BY ECC			ASSIGNED TO LATHROP / FULTS		
ARRIVED AT SCENE	DAY THURS	DATE 3/18	TIME	SCENE SECURED	<input type="checkbox"/> NO (COMMENT ON CONDITION)
AUTHORITY TO ENTER	EMERGENCY	CONSENT <input checked="" type="checkbox"/> VERBAL <input type="checkbox"/> WRITTEN		YES BY WHOM: LATHROP	
DEPARTED SCENE	DAY	DATE	TIME	COMMENTS	

OTHER AGENCIES INVOLVED			
FIRE DEPT. GED	INCIDENT NO.	CONTACT PERSON	PHONE NO.
POLICE DEPT.	FILE NO.	CONTACT PERSON	PHONE NO.
OTHER	CASE NO.	CONTACT PERSON	PHONE NO.

ESTIMATED TOTAL LOSS	ESTIMATED BY

REMARKS
BAT 7 ON SCENE 1624
MILVUM Lathrop - GRAND MARQUEE

MOTOR VEHICLE FIELD NOTES 906-3				AGENCY		FILE NUMBER	
VEHICLE DESCRIPTION							
COLOR(S) <i>WHITE</i>	YEAR <i>72</i>	MAKE <i>MERCUARY</i>	MODEL <i>GRAND MARQUEE</i>	LICENSE - NO., STATE, EXPIRES <i>2000000000</i>		VIN NO. <i>2000000000</i>	
OWNER/OPERATOR							
OWNER'S NAME <i>[REDACTED]</i>				OWNER'S ADDRESS <i>[REDACTED]</i>		OWNER'S PHONE NO. <i>[REDACTED]</i>	
OPERATOR'S NAME <i>[REDACTED]</i>				OPERATOR'S ADDRESS <i>NAME AS ABOVE</i>		OPERATOR'S PHONE NO. <i>[REDACTED]</i>	
EXTERIOR							
PRIOR DAMAGE <i>NO PRIOR DAMAGE</i>				FIRE DAMAGE <i>100% OF EXTERIOR</i>			
TIRE/WHEELS (Missing, Melted, Condition)							
PARTS MISSING							
FUEL SYSTEM							
PRIOR DAMAGE <i>NONE</i>				FIRE DAMAGE <i>DAMAGE THROUGHOUT FUEL SYSTEM</i>			
TYPE FUEL	CONDITION OF TANK	FILLER CAP CONDITION	FUEL LINE CONDITION				
ENGINE COMPARTMENT							
PRIOR DAMAGE <i>NONE</i>				FIRE DAMAGE <i>DAMAGE THROUGHOUT ENGINE COMPARTMENT</i>			
FILLER LEVELS	Oil	TRANSMISSION	RADIATOR	OTHER			
PARTS MISSING							
IGNITION							
PRIOR DAMAGE <i>NONE</i>				FIRE DAMAGE <i>DAMAGE THROUGHOUT</i>			
IGNITION SYSTEM				KEY IN IGNITION <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO			
PERSONAL CONTENTS MISSING							
ACCESSORIES MISSING							
ODOMETER READING				SERVICE STICKER INFORMATION			
VEHICLE SECURITY							
ALARM		DOOR AND TRUNK LOCKS			WINDOW POSITIONS		
ORIGIN/IGNITION/CAUSE							
AREA <i>ENGINE COMPARTMENT</i>							
HEAT SOURCE <i>UNDETERMINED</i>							
MATERIAL IGNITED <i>PLASTIC</i>							
IGNITION FACTOR <i>POSSIBLE ELECTRICAL FACTOR BUT NOT DETERMINED AT THIS TIME</i>							

Figure 2-2.4(a) Motor vehicle field notes (Form 906-3).

FIRE INCIDENT REPORT

STRUCTURE FIRES

FIELD NOTES 90676-23

AGENCY

FILE NUMBER

TYPE & STATUS

PROPERTY USE

RESIDENTIAL

STATUS (OCCUPIED, UNOCCUPIED, VACANT)

OCCUPIED

COMMENTS

AREA DESCRIPTION

☐ RURAL ☐ FARM ☐ URBAN ☐ SUBURBAN ☐ OTHER☒ ZONED ☐ UNZONED ☐ IMPROVING ☐ DOWNGRADING ☐ STABLE ☐ OTHER

CONSTRUCTION

FOUNDATION

☐ SLAB ☐ CRAWL SPACE ☐ BASEMENT(S) ☐ OTHER

DIMENSIONS

FT. LENGTH

FT. WIDTH

FT. HEIGHT

STORIES

NO. UNITS

TYPE OF CONSTRUCTION

EXTERIOR WALLS

CONCRETE

INTERIOR WALLS

WOOD FRAME

FLOORS

ROOF

SECURITY (Time of Fire)

DOORS

☐ SECURE☐ NOT SECURE

PER:

WINDOWS

☐ SECURE☐ NOT SECURE

PER:

OTHER

☐ SECURE☐ NOT SECURE

PER:

COMMENTS ON SECURITY

ALARM/PROTECTION SYSTEMS

ALARM

☐ YEL☐ NO

TYPE ALARM

ALARM COMPANY

CONTACT PERSON

PHONE NO.

COMMENTS

PROTECTION SYSTEMS

☐ YES☐ NO☐ OPERATED☐ DID NOT OPERATE

COMMENTS

DESCRIPTION OF SYSTEM(S)

UTILITIES (Time of Fire)

ELECTRIC

☒ ON☐ OFF

UTILITY COMPANY NAME

CONTACT

PHONE NO.

GAS

☐ ON☐ OFF

UTILITY COMPANY NAME

CONTACT

PHONE NO.

WATER

☒ ON☐ OFF

UTILITY COMPANY NAME

CONTACT

PHONE NO.

PHONE

☒ ON☐ OFF

UTILITY COMPANY NAME

CONTACT

PHONE NO.

OTHER

☐ ON☐ OFF

UTILITY COMPANY NAME

CONTACT

PHONE NO.

FIRE INCIDENT REPORT

INSURANCE INFORMATION FIELD NOTES 90GM-10	AGENCY	FILE NUMBER
	WEST MARIANA F.D.	

COMPANY		
NAME	ADDRESS	PHONE NO.
1. <u>CHIANBA INSURANCE</u>		
POLICY NO.	EFFECTIVE DATE	EXPIRATION DATE
NAME	ADDRESS	PHONE NO.
2.		
POLICY NO.	EFFECTIVE DATE	EXPIRATION DATE
<u>FLD # 1414162</u>	<u>7/27/98</u>	<u>7/27/98</u>

COVERAGE		
STRUCTURE/VEHICLE	CONTENTS, PERS. PROP.	BUS. INTERRUPTION, LOSS EARNINGS, LIV. EXP.
<u>STRUCTURE</u>	<u>CONTENTS</u>	
1. <input type="checkbox"/> NEW <input type="checkbox"/> RENEWAL	NAME OF INSURED	ADDRESS OF INSURED
2. <input type="checkbox"/> NEW <input type="checkbox"/> RENEWAL	NAME OF INSURED	ADDRESS OF INSURED
PREVIOUS INSURANCE CARRIER NAME	ADDRESS	PHONE NO.
\$ <u>150,000</u> STRUCTURE/VEH.	CONTENTS \$ <u>30,000</u>	OTHER \$
PREVIOUS LOSSES, CANCELLATIONS		

INSURANCE AGENT		
NAME	ADDRESS	PHONE NO.
1. <u>PURMONT, MARTEN</u>	<u>2301 PENNINGTON BLVD</u>	<u>941-566-7070</u>
NAME	ADDRESS	PHONE NO.
2.	<u>PARSONS</u>	

ADJUSTER/INVESTIGATOR		
NAME OF COMPANY ADJ.	ADDRESS	PHONE NO.
1. <u>PAH INC</u>	<u>13820 LOWMAN BLVD</u>	<u>813-891-4448</u>
NAME OF COMPANY ADJ.	ADDRESS	PHONE NO.
2. <u>BILL BUCKLEY</u>		<u>800-881-7524</u>
NAME OF PUBLIC ADJ.	ADDRESS	PHONE NO.
		<u>813-814-1710</u>

TOTAL PAID LOSS		
STRUCTURE	CONTENTS/PERS. PROP.	OTHER (Explain)
1. \$	1. \$	1. \$
STRUCTURE	CONTENTS/PERS. PROP.	OTHER (Explain)
2. \$	2. \$	2. \$

REMARKS
<u>HOME INSURANCE</u>

INSURANCE INFORMATION		AGENCY	FILE NUMBER
FIELD NOTES 0651-10			

COMPANY		ADDRESS	PHONE NO.
1. <i>CIA Insurance</i>			
POLICY NO.	EFFECTIVE DATE	EXPIRATION DATE	
<i>LS101736874</i>	<i>3/5/88</i>	<i>3/5/95</i>	
NAME	ADDRESS	PHONE NO.	
2.			
POLICY NO.	EFFECTIVE DATE	EXPIRATION DATE	

COVERAGE			
STRUCTURE/VEHICLE	CONTENTS, PERS. PROP.	BUL. INTERRUPTION, LOSS EARNINGS, UN. EXP.	
<i>VEHICLES</i>			
1. <input type="checkbox"/> NEW <input type="checkbox"/> RENEWAL	NAME OF BUSINESS	ADDRESS OF INSURED	
2. <input type="checkbox"/> NEW <input type="checkbox"/> RENEWAL	NAME OF BUSINESS	ADDRESS OF INSURED	
PREVIOUS INSURANCE CARRIER NAME	ADDRESS	PHONE NO.	
5	STRUCTURE/VEH. 5	CONTENTS 5	OTHER 7
PREVIOUS LOSSES, CANCELLATIONS			

INSURANCE AGENT			
NAME	ADDRESS	PHONE NO.	
1. <i>PURDUM MARTEL MURRAY</i>	<i>7701 PINECREAK BLVD</i>	<i>366-7070</i>	
NAME	ADDRESS	PHONE NO.	

ADJUSTER/INVESTIGATOR			
NAME OF COMPANY ADJ. INV.	ADDRESS	PHONE NO.	
1.			
NAME OF COMPANY ADJ. INV.	ADDRESS	PHONE NO.	
2.			
NAME OF PUBLIC ADJUSTER	ADDRESS	PHONE NO.	

TOTAL PAID LOSS			
STRUCTURE	CONTENTS/PERS. PROP.	OTHER (Explain)	
1. \$	1. \$	1. \$	
STRUCTURE	CONTENTS/PERS. PROP.	OTHER (Explain)	
2. \$	2. \$	2. \$	

REMARKS
<i>VEHICLES</i>

West Manatee Fire District Case #990260
Narrative By Inspector Mark Fultz

At 16:19 hours on 3/18/99, I responded to [REDACTED] for a reported structure fire. Upon arriving on scene found West Manatee crews extinguishing a fire in the garage area of [REDACTED]. After the fire was extinguished and scene was secured I started my investigation. Inside the garage area revealed most of the fire damage with smoke damage throughout the remaining part of the house. Damage inside the garage was most severe where two vehicle were parked. Of the two vehicle involved the one parked on the left hand side coming into the garage from the driveway had the most fire damage. Which was later revealed to be a 1992 Mercury Grand Marquis. Further investigation on the Grand Marquis revealed heavy fire damage inside the engine compartment. Also noted the hood was completely destroyed. The origin of the fire has been determined to be the engine compartment of the 1992 Mercury Grand Marquis. The cause of the fire is a possible electrical short.

Witness Statement

██████████
DOB ██████████

W/M
██████████

Bradenton, Fl.

Statement taken by: Inspector Fultz

██████████ stated he was in is garage when he thought he heard a car alarm going off. Once he went outside notice his neighbor ██████████ and his wife standing outside their garage. At this time smoke was coming from the garage area. Steve than assisted ██████████ with a garden hose in trying to extinguishes the fire. By the time they got the hose the fire had increased from under the hood of the Grand Marquis. They then tried to douse the fire through a side window but were unable to. ██████████ also stated his daughter was walking by th ██████████ house when she heard a loud pop coming from the garage about eight minutes prior to the fire. End of statement.

Witness Statement

DOE [REDACTED]

W/M [REDACTED]

PH# [REDACTED]

2604 [REDACTED]

Bradenton, FL [REDACTED]

Owner of the house where fire started

Statement taken by: Inspector Fultz

[REDACTED] stated he was inside his house when he heard a loud popping noise coming from the garage area. He then open the door to the garage only to find fire coming from underneath the engine compartment. At this time [REDACTED] said he grabbed the keys to his other car to try to move it. By the time he got back to the garage area the fire was out of control. At this time [REDACTED] and his neighbor [REDACTED] attempted to put the fire out through a side window with no avail. Also [REDACTED] called 911. [REDACTED] also stated that no repairs had been done to the car and that it was running fine. Statement was taken on 3/24/99 and of statement.

JOLLY1 RC07

RE:



V

FORD

JOLLY

2:50:29 PM

-VINassist(R) Version 1.15

08-15-2002

(c) by NICB 1991

Law Enforcement Edition

VIN:1LNLM81W1NY665397

DIGIT	DESCRIPTION	MEANING
1	Country of Origin	UNITED STATES
L	Manufacturer	LINC LINCOLN
N	Vehicle Type	LINCOLN PASSENGER CAR
L	Restraint System	ACT.BELTS(ALL) W/AIR BAGS(FRONT)
M	Line	PASSENGER CAR
81	Body Style	TOWN CAR BASE/EXECUTIVE 4 DR SEDAN
W	Engine	4.6L EFI V8
1	Check Digit	CHECK DIGIT VALID
-	Year	1992
Y	Assembly Plant	WIXOM, MI
665397	Sequence Number	IN RANGE

***** VIN Passed Test *****

VIN indicates a 1992 LINCOLN TOWN CAR BASE/EXECUTIVE 4 DR SEDAN

(c) by NICB, 1991

EM62-025-R 8522



ROLL # 8083
NEG # 2



ROLL # 8083
NEG # 3



ROLL # 8083
NEG # 5



ROLL # 8083
NEG # 9



ROLL # 8083
NEG # 12



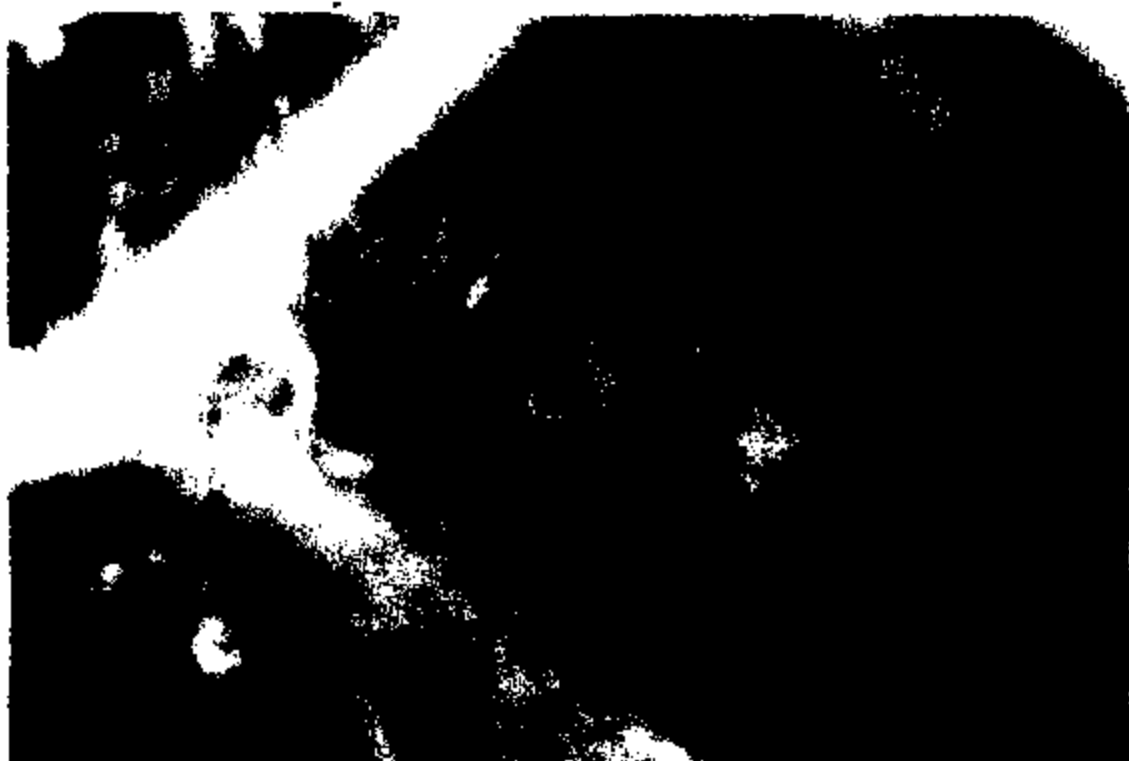
ROLL # 8083
NEG # 18



ROLL # 8082
NEG # 2



ROLL # 8082
NEG # 6



ROLL # 8082
NEG # 20



ROLL # 8081
NEG # 11