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DPS Report Sect 1

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Company Code: **TRAPHX**

Company Name **Branch St. Paul Travelers Insurance-Phoenix**

Order #: [REDACTED]

Policy State:

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or [REDACTED]

Attention **David Weber**

dweber@travelers.com

Type of Loss: **Equipment Failure w/Injury**

Investigating Police/Fire Agency: **Arizona Dept. of Public Safety, AZ**

Report #

Officer Name/Badge #: **Terry Johnson**

Location of Loss: **250 N La Canada Dr**

City: **Green Valley**

State: **AZ**

Date of Loss: **8/15/2012**

Time:

Party #1 Involved: **Green Valley Fire Department**

DOB:

SSN:

Plate/State:

DL#/State:

Party #2 Involved:

DOB:

SSN:

Plate/State:

DL#/State:

Additional Info: **This involved the Green Valley Fire Department and 4 civilians.**

Number of Pages Including This Page _____

Thank you for your business.



ARIZONA DEPARTMENT OF PUBLIC SAFETY TABLE OF CONTENTS

DR NUMBER: 2012-034900

JAN 14 2013
3009

I. SYNOPSIS

II. INVESTIGATION

1. Investigative report authored by Arizona Department of Public Safety Detective J. Johnson #2479
2. Supplemental report authored by Arizona Department of Public Safety Detective J. Eccles, #5423
3. Supplemental report and scene diagram authored by Arizona Department of Public Safety Detective G. Anderson, #3601
4. Supplemental report authored by Arizona Department of Public Safety Sergeant P. Castellano, #4925
5. Supplemental report authored by Arizona Department of Public Safety Officer D. Hopkins, #6537

III. FINDINGS

IV. INTERVIEWS

1. Interview of [REDACTED] and [REDACTED]
2. Interview of [REDACTED] and [REDACTED]
3. Interview of Green Valley Fire District Captain Jeffrey Mooney
4. Interview of Green Valley Fire District Firefighter/Engineer Manuel Valencia
5. Interview of Green Valley Fire District Firefighter Joseph O'Brien
6. Interview of Green Valley Fire District Operations Division Chief Charles Wunder Jr.
7. Interview of Green Valley Fire District Captain Melissa Smith
8. Interview of Green Valley Fire District Firefighter/Engineer Timothy Smith
9. Interview of Green Valley Fire District Captain Dan Modrzejewski
10. Interview of Green Valley Fire District Firefighter/Engineer John Campo
11. Interview of Green Valley Fire District Firefighter Salvatore Taormina
12. Interview of Green Valley Fire District Firefighter Anthony Taylor
13. Interview of Green Valley Fire District Firefighter Joshua Cavell
14. Interview of Green Valley Fire District Firefighter Michael Fazio
15. Interview of United Fire Equipment Company Shop Supervisor Jodie Underwood
16. Interview of Green Valley Fire District Captain Phillip Comaduran
17. Interview of Green Valley Fire District Firefighter/Engineer Michael Downes
18. Interview of Green Valley Fire District Firefighter/Engineer Gregory Gatterer
19. Interview of Green Valley Fire District Firefighter/Engineer Paul Miller
20. Interview of Green Valley Fire District Firefighter/Engineer David Zavala

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY TABLE OF CONTENTS

DR NUMBER: 2012-034900

21. Interview of Green Valley Fire District Firefighter/Engineer Brandon Christensen
22. Interview of Green Valley Fire District Firefighter/Engineer Michael Hoyer
23. Interview of Green Valley Fire District Firefighter/Engineer Stephen Lane
24. Interview of Green Valley Fire District Captain Jason Moore
25. Recordings of the above mention interviews

V. SUPPORTIVE DOCUMENTS

1. Green Valley Fire District Tower 151 truck check list
2. Green Valley Fire District Tower 151 specification document, Sutphen Corporation "tree view" parts list for Tower 151 and Sutphen Corporation "layout" design for Tower 151
3. Green Valley, Arizona weather information for August 15, 2012
4. Green Valley Fire District Computer Aided Dispatch history
5. [REDACTED] medical records from the University of Arizona Medical Center dated August 15, 2012
6. [REDACTED] medical records from the University of Arizona Medical Center dated August 15, 2012
7. [REDACTED] medical records from the University of Arizona Medical Center dated August 15, 2012
8. Green Valley Fire District Captain Jeffrey Mooney's medical records from the University of Arizona Medical Center dated August 15, 2012
9. [REDACTED] medical records from the University of Arizona Medical Center dated August 15, 2012
10. Drug screen reports for Green Valley Fire District Operations Division Chief Charles Wunder Jr., Captain Jeffrey Mooney, Firefighter/Engineer Manuel Valencia and Firefighter Joseph O'Brien
11. Arizona Department of Public Safety evidence control form
12. Green Valley Fire District maintenance record for Tower 151, Tower 151 delivery documents, Tower 151 hourly maintenance schedule, Sutphen Corporation Operator and Service Manual and Sutphen Corporation Operator and Service Manual Chapter 2
13. Arizona Department of Public Safety evidence control form
14. Arizona Department of Public Safety evidence control form, two photographs and letter from Sutphen Corporation, Director of Sales and Marketing Mr. Ken Creese
15. Sutphen Corporation delivery document and Operation and Service Digital Video Disc
16. Green Valley Fire District Tower 151 daily truck inspection reports and call logs for Station 151 and document reflection dates of incomplete or not documented inspections of Tower 151
17. Repair receipt for Tower 151 from Arizona Byways Incorporated
18. Inspection reports from Diversified Inspections Incorporated for Tower 151

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY TABLE OF CONTENTS

DR NUMBER: 2012-034900

19. Information from Phoenix, Arizona Fire Department, Fleet Management Division, Equipment Repair Specialist Edward McDonald
20. Green Valley Fire District letter addressed to the Arizona Division of Occupational Health and Safety
21. Information regarding failures of other fire apparatus'
22. Information regarding the Palm Beach County, Florida Sutphen ladder truck failure
23. Information provided by the Sutphen Corporation regarding failures
24. Green Valley Fire District request for evidence release, Arizona Department of Public Evidence control forms and evidence inventory
25. Green Valley Fire District Guidelines 6105, 6302, 6303 and 6304

VI. PHOTOGRAPHS

1. Photographs taken by Green Valley Fire District Operations Division Chief Charles Wunder Jr.
2. Photographs taken by the Pima County, Arizona Sheriff's Department
3. Photographs taken by Arizona Department of Public Safety Detective J. Johnson, #2479
4. Photographs taken by National Institute for Occupational Safety and Health Investigator Timothy Merinar, MS, CFEI

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY SYNOPSIS

DR NUMBER: 2012-034900

On August 15, 2012, Green Valley, Arizona Fire District Station 151 located at 250 North La Canada Drive in Green Valley, Arizona was scheduled to host a charitable event, "dinner with a firefighter." The on duty Green Valley Fire District personnel included Captain Jeffrey Mooney, Engineer Manuel Valencia and Firefighter Joseph O'Brien. Through prior arrangements, Green Valley Fire District Operations Chief Charles Wunder Jr. agreed to assist with the event by cooking the dinner.

At approximately 1700 hours, [REDACTED] his wife, [REDACTED] along with their friends [REDACTED] arrived at Green Valley Fire District Station 151. Soon after their arrival, [REDACTED] were provided a guided tour of the fire station and the various fire apparatus by Firefighter O'Brien.

At the conclusion of the guided tour, Chief Wunder offered [REDACTED] and [REDACTED] and [REDACTED] and [REDACTED] a demonstration ride on the ladder/platform portion of the Green Valley Fire District ladder truck. After being provided with a safety briefing and safety equipment (structure helmets and safety belts), Captain Mooney was assigned to accompany [REDACTED] and [REDACTED] and [REDACTED] and [REDACTED] on the platform.

After entering the platform, Captain Mooney ensured each individual was tethered to designated points of the platform. After being told everyone was secured, Engineer Valencia, who was stationed at the "mid-ship" turn table controls, began to raise and then extend the ladder.

At approximately 1756 hours, as the ladder was being extended, a loud popping noise was heard, the ladder abruptly stopped and metal cables were seen hanging from beneath the ladder. Shortly thereafter, the ladder began to retract and as it did, the ladder gained momentum. After three of the five sections of the ladder retracted into each other, the ladder abruptly stopped again.

When the ladder stopped, Captain Mooney was thrown backward into [REDACTED] and [REDACTED] fell to the floor of the platform. [REDACTED] was thrown upward and then fell onto the floor of the platform. [REDACTED] struck the platform door. The platform door was knocked from its hinges and [REDACTED] was partially ejected from the platform. As a result of the ladder failure, Captain Mooney and [REDACTED] received minor injuries. [REDACTED] and [REDACTED] Friedman and [REDACTED] sustained bone fractures which required surgical repair.

The investigation revealed the failure of the ladder was due to two sheaves (pulleys) having seized in place. After the sheaves seized, two of the cables associated with the ladder function snapped which allowed the ladder to uncontrollably retract.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY SYNOPSIS

DR NUMBER: 2012-034900

This investigation revealed several factors which could have contributed to the failure of the Green Valley Fire District ladder truck. The possible contributing factors are identified as the lack of training, knowledge and ability on how to properly lubricate portions of the ladder, a lack of compliance to ensure the ladder truck was properly inspected on a daily and/or weekly basis, the lack of proper training and/or knowledge in how to detect a developing sheaves failure and/or miscommunication/misunderstanding regarding the maintenance for the ladder portion of the truck.

Additionally, as denoted in the investigative report compilation, there have been several similar documented ladder failures with Sutphen Corporation ladder trucks in the United States. It was also learned through this investigation, premature failure of similar composite bushings (bearings) installed in the sheave and cable system on the Sutphen Corporation ladder trucks have occurred at least ten times with the Phoenix, Arizona Fire Department.

For detailed information regarding this investigation please refer to the investigative report, interviews and supportive documents contained in this compilation.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER: 2012-034900

EVIDENCE:

- 1PJC A portion of a rivet
- 2PJC A portion of a rivet
- 3PJC A portion of a rivet
- 4PJC A portion of a cable wire strand
- 5PJC A portion of a cable wire strand
- 6PJC A portion of a rivet
- 7PJC A portion of a rivet
- 8PJC A portion of a rivet
- 9PJC Eye glass lens
- 10PJC A portion of a rivet
- 11PJC A portion of a rivet
- 12PJC A portion of a wire cable
- 13PJC A black firefighter helmet (assigned to Firefighter Dougall)
- 14PJC A portion of a rivet
- 15PJC A screw head
- 16PJC A portion of a rivet
- 17PJC One class three technical rescue harness
- 18PJC A portion of a brass rivet
- 19PJC Left shoe belonging to Judith Brown
- 20PJC One bolt washer
- 21PJC Right shoe belonging to Judith Brown
- 22PJC A black firefighter helmet (Engineer Hoyer)
- 23PJC One half of a silver colored bracelet
- 24PJC One half of a silver colored bracelet
- 25PJC A portion of a rivet
- 26PJC A portion of a rivet
- 27PJC Two "ladder" safety harnesses (belts)
- 28PJC One gold colored ear ring
- 29PJC One metal ladder bucket door
- 30PJC One gold colored ear ring
- 31PJC A portion of a rivet
- 32PJC A portion of a rivet
- 33PJC A portion of a rivet
- 34PJC One eye glass lens
- 35PJC A portion of a black plastic knob
- 36PJC A portion of a rivet
- 37PJC Section of cable

Detective Name	ID Number	Location	Date	Supervisor	
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759	



ARIZONA DEPARTMENT OF PUBLIC SAFETY
SUPPLEMENT REPORT

DR NUMBER: 2012-034900

38PJC Section of cable
39PJC One bolt
40PJC One screw head
41PJC One wrist watch face
42PJC One nut for a bolt
43PJC One bolt and nut
44PJC Two pairs of eye glass frames
45PJC A section of cable
1JTJ Right side sheave wheel assembly
2JTJ Left side sheave wheel assembly
3JTJ Representative sample of the installed bearing

VICTIMS:

[REDACTED]

Involvement: [REDACTED] was a civilian observer in the aerial platform apparatus when it failed.

[REDACTED]

Involvement: [REDACTED] was a civilian observer in the aerial platform apparatus when it failed.

[REDACTED]

Involvement: [REDACTED] was a civilian observer in the aerial platform apparatus when it failed.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY
SUPPLEMENT REPORT

DR NUMBER 2012-034900

Involvement: [REDACTED] was a civilian observer in the aerial platform apparatus when it failed.

Captain Jeffrey Mooney
Green Valley, Arizona Fire District
1285 West Camino Encanto
Green Valley, Arizona 85622
(520) 625-9400

Involvement: Captain Mooney was on duty at the time of the incident and in the aerial platform apparatus with the civilian observers when it failed.

WITNESSES:

Firefighter Joseph O'Brien
Green Valley, Arizona Fire District
1285 West Camino Encanto
Green Valley, Arizona 85622
(520) 625-9400

Involvement: Firefighter O'Brien was on duty at the time of the incident and witnessed the failure of the aerial platform apparatus.

Engineer Manuel Valencia
Green Valley, Arizona Fire District
1285 West Camino Encanto
Green Valley, Arizona 85622
(520) 625-9400

Involvement: Engineer Valencia was on duty at the time of the incident and was operating the aerial platform apparatus when it failed.

Defective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER: 2012-034900

Operations Division Chief Charles Wunder Jr.
Green Valley, Arizona Fire District
1285 West Camino Encanto
Green Valley, Arizona 85622
(520) 625-9400

Involvement: Chief Wunder was on duty at the time of the incident and witnessed the failure of the aerial platform apparatus.

RESCUE ASSISTANCE:

Green Valley, Arizona Fire District Station 153
210 East Continental Drive
Green Valley, 85614
(520) 625-5550

Crew:
Captain Dan Modrzejewski
Engineer John O'Campo
Firefighter Salvadore Taormina
Firefighter Anthony Taylor

Involvement: Station 153 was assigned to assist with the rescue of the victims.

Green Valley, Arizona Fire District Station 154
1691 West Duval Commerce Court
Sahuarita, Arizona 85629
(As of October 22, 2012 Station 154 was closed)

Crew:
Captain Melissa Smith
Firefighter Joshua Cavell
Firefighter Mike Fazio
Engineer Timothy Smith

Involvement: Station 154 was assigned to assist with the technical rescue and medical care for the injured victims.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER: 2012-034900

Pascua Yaqui Fire Department
7474 South Camino De Oeste
Tucson, Arizona 85757
(520) 879-5720

Ladder Truck number 271 crew:
Lieutenant Carlos Flores
Engineer Michael Toma
Firefighter Andres Matus

Involvement: The Pascua Yaqui Fire Department responded to assist with the technical rescue.

TRANSPORTATION:

GROUND AMBULANCE TRANSPORTATION:

Southwest Ambulance
3759 North Commerce Drive
Tucson, Arizona 85705
(520) 407-4300

Paramedic Ambulance Number 851
Crew:
Randy Creighton
Charles Murrietta

Involvement: Transported Mr. and Mrs. Brown to the University of Arizona Medical Center.

Paramedic Ambulance Number 853
Crew:
Derrick Brown
Villy Ottoey

Involvement: Transported Mrs. Friedman to the University of Arizona Medical Center.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY
SUPPLEMENT REPORT

DR NUMBER	2012-034900
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Paramedic Ambulance Number 854

Crew:

Nate Watson

Erik Enriques

Involvement: Transported Green Valley Fire Department Captain Mooney to the University of Arizona Medical Center.

Paramedic Ambulance Number 881

Crew:

Gary Kimble

Kriston Hawks

Involvement: Responded to the scene, transported no patients

AIR TRANSPORTATION:

Med-Trans Corp PBO
4581 South Butterfield Drive
Tucson, AZ 85714
(520) 872-4738

Lifeline 3 Helicopter

Crew:

Pilot Chip Petrash

Nurse Paul Deisler

Paramedic Don Poage

Involvement: Lifeline 3 transported Mr. Friedman to the University of Arizona Medical Center.

DETAILS:

During February 2012, the Green Valley Chapter of the Rotary Club hosted a dinner and silent auction as a fund raiser for their sponsored charities. As an auction item, the Green Valley Fire District donated a "dinner with a firefighter" for four individuals. Green Valley Fire District, Operations Chief Charles Wunder, Jr., was listed as the contact representative for the Green Valley Fire District. A friend of Chief Wunder and fellow Rotary Club member, [REDACTED] was awarded the dinner with the firefighter.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER: 2012-034900

After learning he had won the prize, [REDACTED] decided his wife, [REDACTED] along with his friends [REDACTED] and his [REDACTED] wife [REDACTED] would attend the dinner. The dinner was ultimately scheduled to occur on August 15, 2012, at 1700 hours.

(Interviews IV.1 and IV.2)

On Monday, August 13, 2012, Green Valley Fire District Captain Jeffrey Mooney, Engineer Manuel Valencia, and Firefighter Joseph O'Brien, were told Chief Wunder would be hosting a dinner at the Green Valley Fire District, Station 151, located at 250 North La Canada Drive in Green Valley, Arizona.

On Wednesday, August 15, 2012, at approximately, 0800 hours, Captain Mooney, Engineer Valencia and Firefighter O'Brien arrived at Station 151. After being briefed regarding the activities of the previous shift by the departing Green Valley Fire District crew, Captain Mooney, Engineer Valencia and Firefighter O'Brien began their normal station duties which included a detailed inspection of the ladder truck and the preparation required at the station for guests.

(Interviews IV.3, IV.4 and IV.5)

As part of the Green Valley Fire District's protocol, there are various aspects of the aerial apparatus (ladder truck) which are inspected on a daily basis. The on duty engineer who performs the inspection utilizes a check list to complete the inspection. The check list is described as a four page document, with columns which identifies various areas of the truck to be inspected on a daily basis. The check list reflects the month and year along with a one week (seven day) period of time, the day of the month is reflected for each day and the engineer who conducts the inspection denotes his/her name on the date of the inspection.

The areas identified as being required to be inspected on a daily basis are the cab controls, instrument panel and equipment, various aspects of the mechanical and electrical equipment, emergency medical services equipment and the fire equipment. Twice a week, on Sunday and Wednesday, the fluid levels (I.E. engine oil, transmission fluid, coolant, brake/air pressure, power steering fluid and wiper fluid), battery, belts, hoses, breather valve/transmission, front and rear brakes, suspension/steering components, drive line, tire air pressure and tire wear are to be inspected. The engineers are also to check the truck for fluid leaks.

During the Wednesday inspection, the engineers are required to perform a detailed inspection of the truck, as noted above, along with an inspection of the aerial (ladder) apparatus.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY
SUPPLEMENT REPORT

DR NUMBER: 2012-034900

The detailed Wednesday inspection related to the aerial apparatus is to include an inspection of the stabilization system, the turn table and controls, platform and controls and to visually inspect the tower structural components. The ladder portion of the aerial apparatus is divided into sections. Those sections include the slide block paths, aerial extension/retraction cylinders, water tubes, turn table hydraulic lines, sheaves and cables along with the track/wiring harness. On the last page, there is an area dedicated for notes from the engineer.

(Supportive Documents V.1)

The aerial (tower) portion of the truck consists of a turn table with hand and foot controls (the base), the base portion of the ladder and four ladder sections, each section of the ladder is commonly referred to as "fly." The base contains a hydraulic system which raises/lowers the ladder apparatus. There are a series of cables and sheaves (pulleys) which are utilized to extend and retract four sections of the ladder. At the end of the last ladder section, there is a partially enclosed platform.

(Supportive Documents V.2)

The cables are constructed with numerous strains of braded steel wire and measures approximately one half inch in diameter. The pulleys are constructed of stainless steel. The pulleys are held in place by a flange (brace), metal pin and a composite bearing.

At an undocumented time, but estimated to be approximately 1400 hours, as required by the Green Valley Fire District protocol, Engineer Valencia and Firefighter O'Brien began a detailed inspection of the ladder truck. The ladder is identified as Tower 151, which is housed at Station 151. Tower 151 is described as a 2009 Sutphen Corporation model SPH 100, Aerial Platform. The serial number for the truck is listed as HS-4596 and a vehicle identification number of 1S9A3JLE89 [REDACTED]. The numbers 3140 and Arizona governmental registration license plate number G-125FE are displayed on the left rear of the truck.

In order for Engineer Valencia to perform the detailed inspection, the truck was removed from the vehicle bay and relocated to the employee parking lot, east of Station 151. As a part of the inspection, the ladder portion of the truck was extended to its maximum length (one hundred feet) and lowered to approximately head height, which allowed Engineer Valencia to visually inspect various components of the ladder, to include the cables and pulleys.

At some point during the inspection, Firefighter O'Brien mounted the platform to ensure the firefighting equipment was present in the platform.

Engineer Valencia spent eight to ten minutes visually inspecting and "pulling" on the cables. During the inspection of the ladder truck, neither Engineer Valencia nor Firefighter O'Brien found any issue which would cause a concern for the safe operation of the ladder truck.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY
SUPPLEMENT REPORT

DR NUMBER: 2012-034900

Between 1500 and 1530 hours, Chief Wunder arrived at Station 151 to prepare the food and be present when [redacted] and [redacted] and [redacted] and [redacted] arrived. In an interview, Chief Wunder stated, [redacted] and [redacted] and [redacted] are supporters of the Green Valley Fire District and they contributed to the purchase of a vehicle. Because of this, he was going to invite them to ride inside the aerial platform during a demonstration of the ladder truck.

According to Chief Wunder, the Green Valley Fire District chooses to assist with approximately six to eight charitable fund raising events per year. The dinner with a firefighter event has become a "more popular" auction item and it has assisted in rising "quite a bit" of money. Chief Wunder stated this event is not exclusive to the Rotary Club and dinners are also donated to the "larger" community charitable events.

(Interviews IV.6)

After Chief Wunder arrived at Station 151, he told Engineer Valencia it was his (Wunder's) intention to offer [redacted] and [redacted] and [redacted] the demonstration ride in the ladder truck. In order to save time, he asked Engineer Valencia to "pre stage" the truck. Engineer Valencia set the out riggers (stabilizers) and readied the truck. When "they" were ready to go, all he had to do was start the truck and raise the ladder. As requested, Engineer Valencia "staged" the ladder truck in the east parking lot prior to the arrival of [redacted] and [redacted] and [redacted] and [redacted]

(Interviews IV.4)

According to www.wunderground.com, at 1700 hours, the weather conditions were clear, the temperature was ninety-two degrees, and the wind was from the north/northwest at one mile per hour. The lighting conditions were daylight.

(Supportive Documents V.3)

At approximately 1700 hours, [redacted] and [redacted] and [redacted] and [redacted] arrived at Station 151. After they arrived, Chief Wunder introduced them to Captain Mooney, Engineer Valencia and Firefighter O'Brien. After some general conversation, Chief Wunder explained the plans for the evening.

Soon thereafter, Firefighter O'Brien was assigned to provide a guided tour of the fire station to [redacted] and [redacted] and [redacted] and [redacted]. Chief Wunder, Captain Mooney and Engineer Valencia followed Firefighter O'Brien through the approximate forty five minute long tour.

After completing the tour of the living quarter's portion of the station, Firefighter O'Brien guided [redacted] and [redacted] and [redacted] and [redacted] to the vehicle bay.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY
SUPPLEMENT REPORT

DR NUMBER 2012-034900

Noticing a possible storm developing, Chief Wunder and Engineer Valencia decided the wind could become a factor in the safe operation of the ladder. Soon thereafter, Firefighter O'Brien was instructed to obtain the proper safety equipment for [REDACTED] and [REDACTED] and [REDACTED] and [REDACTED]. This equipment included "structure helmets" and the ladder belts.

This investigation revealed [REDACTED] and [REDACTED] and [REDACTED] and [REDACTED] were not offered a Green Valley Fire District civilian observer form before being allowed to ride on the ladder truck. In his interview, Chief Wunder stated this was an "oversight" and because he was the ranking individual on scene, he accepts the responsibility for this oversight. Also in his interview, Chief Wunder stated the ride on the ladder truck was not going to be a part of the evening. This was a spur of the moment type of decision.

After having obtained the safety equipment, Firefighter O'Brien assisted with securing the safety equipment on [REDACTED] and [REDACTED] and [REDACTED] and [REDACTED].

Prior to allowing [REDACTED] and [REDACTED] and [REDACTED] and [REDACTED] to ride on the ladder truck, Captain Mooney conducted a safety briefing. The safety briefing was conducted from general knowledge. This investigation did not identify any "official" document which denotes what will be discussed during a safety briefing. [REDACTED] and [REDACTED] and [REDACTED] and [REDACTED] were also told Captain Mooney would accompany them on their ride on the platform.

As they were being fitted with the safety equipment, Chief Wunder was photographing [REDACTED] and [REDACTED] and [REDACTED] and [REDACTED].
(Photographs V.1)

Soon thereafter, [REDACTED] and [REDACTED] and [REDACTED] and [REDACTED] were assisted into the platform. Before the ladder and platform was moved, Captain Mooney ensured each person was "locked in" (tethered to the platform). Captain Mooney also ensured the platform door was secured.
(Photographs V.1)

[REDACTED] was standing to what would be considered the rear of the platform, on the driver's side of the truck. [REDACTED] was standing slightly to his left and in front of him. [REDACTED] was standing to the rear of the platform, on the passenger side of the truck. [REDACTED] was standing in front of him. Captain Mooney was standing between the two couples toward the front of the platform.

As [REDACTED] and [REDACTED] and [REDACTED] and [REDACTED] were being tethered to the platform, Engineer Valencia ensured the truck was set properly, the required "green lights" were illuminated on the control panel and he positioned himself at the "mid ship" operator turn table pedestal and waited for the signal indicating the ladder was to be extended.

Detective Name	ID Number	Location	Date	Supervisor	
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759	



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER: 2012-034900

Captain Mooney was aware, affixed on the platform, is a placard which reflected the gross weight limit for the platform being one thousand pounds of additional weight. However, the weight limit was five hundred pounds when water was flowing. Prior to entering the platform, Captain Mooney estimated the weight of all five individuals as being between nine hundred and nine hundred and seventy-five pounds.

In "general terms," Chief Wunder was aware the weight limit for the platform was one thousand pounds without water flowing to it. However, talking with individuals having knowledge about aerial apparatus', he has heard a platform can handle more than one thousand pounds. Even with knowing this information, Chief Wunder advised they are instructed not to put more than one thousand pounds on the platform.

After the Captain Mooney acknowledged everyone was secured, Engineer Valencia began to slowly to raise the ladder. Once the ladder was raised to an angle of approximately fifty degrees, Engineer Valencia began to extend the ladder.

(Photographs V.1)

As the ladder was being raised, Chief Wunder was standing approximately ten feet away from the truck on the driver's side. Firefighter O'Brien was standing on the driver's side of the truck, approximately twenty feet away.

Initially, as the ladder was being raised, neither Chief Wunder, Engineer Valencia nor Firefighter O'Brien heard any unusual noises coming from the truck. It was quiet and moving forward with no problems.

At 1756 hours, once the ladder reached a height of between sixty and eight feet, Engineer Valencia heard a "loud pop" and he observed two cables flying out from under the "last fly" of the ladder. Firefighter O'Brien and Chief Wunder also heard a loud pop and noticed the cables "swinging down" from the ladder. The loud pop was described to be similar to a handgun being fired.

According to Captain Mooney, the platform all of a sudden came to a "hard stop." He described the stop as being harder than what he had ever felt the platform stop before.

Immediately after the cables failed, Engineer Valencia took his hands off of the controls and stepped away from them. Engineer Valencia asked Chief Wunder what he (Wunder) wanted him (Valencia) to do. Within an approximate forty five second to one minute time span, Chief Wunder questioned Engineer Valencia if there was a way to lower ladder using the hydraulic system.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER 2012-034900

While Chief Wunder and Engineer Valencia were discussing the situation, Captain Mooney contacted Engineer Valencia via the truck intercom system. Captain Mooney asked Engineer Valencia if he (Valencia) wanted him (Mooney) to take over the controls. Engineer Valencia "quickly" answered Captain Mooney with an emphatic no.

Within seconds after the exchange of words between Captain Mooney and Engineer Valencia, three sections of the ladder started slowly retracting back into each other. As the ladder was retracting, it gained speed and suddenly, after approximately forty feet of retraction, the ladder and platform came to an abrupt stop with two sections of the ladder remaining extended.

As a result of the force associated with this abrupt stop, Captain Mooney was thrown backward into [REDACTED] and [REDACTED] fell to the floor of the platform. [REDACTED] was thrown upward and then fell onto the floor of the platform. Mr. [REDACTED] struck the platform door. The platform door was knocked from its hinges and fell to the ground. Because of this, [REDACTED] was partially ejected from the platform.

After seeing this, Engineer Valencia and Firefighter O'Brien climbed the ladder to assist Captain Mooney with lifting [REDACTED] back into the platform and tending to the injuries.

The following time line was established with the assistance of the Green Valley Fire District Computer Aided Dispatch Log. Times stamps of each activity in relation to the information obtained through interviews may vary slightly.

(Supportive Documents V.4)

At 1756 hours, Chief Wunder "stepped" into the vehicle bay. He decided not to report the incident over the radio; however, he placed a telephone call to the Green Valley Fire District dispatcher and reported an incident had occurred at Station 151 and he was requesting additional resources to assist with the incident.

The Green Valley Fire District personnel assigned to respond to the request for assistance was Station 153 (Engine 153) manned by Captain Dan Modrzejewski, Engineer John O'Campo, and Firefighters Salvatore Taormina, and Anthony Taylor.

Also assigned to respond to the request for assistance was Station 154 (Engine 154) manned by Captain Melissa Smith, Engineer Timothy Smith, Firefighters Joshua Cavell, and Michael Fazio.

Both, Station 153 and 154 were dispatched to the scene at 1756 hours.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY
SUPPLEMENT REPORT

DR NUMBER: 2012-034900

After requesting the additional resources and manpower, Chief Wunder implemented the Green Valley Fire District Incident Command System. His plan was to assign Engine 153 to assist with the rescue of the injured from the platform and Engine 154 to assist with the medical treatment. Chief Wunder's rescue plan included assigning Engineer Smith to assist with the technical rescue of Mr. and Mrs.

and and

At 1756 hours, Southwest ambulance unit "P853" manned by Derrick Brown and Villy Ottoey and Southwest ambulance unit "P854" manned by Nate Watson and Erik Enriques were requested to respond to the scene.

At 1759 hours, as Engine 154 approached the scene, Chief Wunder assigned Captain Smith to be in charge of the medical care of the injured victims. Additionally, she was told to stage Engine 154 in the vehicle bay of Station 151. Captain Smith also told Engineer (Technical Rescue Technician) Smith that he would have a special assignment.

At 1759 hours, Chief Wunder requested the Tubac Fire Department provide coverage for emergency response in the Green Valley area.

At 1759 hours, Chief Wunder requested assistance from the Pima County (Arizona) Sheriff's Department. At some point after the incident, the Pima County Sheriff's Office was asked to conduct an investigation into the incident. The Pima County Sheriff's Office did not conduct an "official" investigation; however, they did take photographs of the Green Valley Fire District ladder truck. Pima County Sheriff's Office case number (Photographs VI.2)

At 1801 hours, as Engine 153 entered the southeast parking lot of Station 151, Captain Modrzejewski and the crew of Engine 153 noticed the ladder truck with three individuals standing in the "bucket" (platform). Soon thereafter, Captain Modrzejewski noticed the metal door from the platform was on the ground and the cables from the ladder were "hanging down."

(Interviews IV. 9, IV.10, IV. 11 and IV.12)

After arriving, Captain Modrzejewski met with Chief Wunder. During this meeting, Engine 153 was assigned as the rescue/extrication of the five injured victims. Captain Modrzejewski suggested another ladder truck should respond to the scene to assist with the extrication of the injured victims. After a ladder truck from the Pascua Yaqui Fire Department was requested to respond, Captain Modrzejewski and his crew were assigned to coordinate the rescue effort.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER: 2012-034900

The Pascua Yaqui Fire Department ladder truck, number TR271, manned by Lieutenant Carlos Flores, Engineer Michael Toma and Firefighter Andres Matus located at 7474 South Camino De Oeste in Tucson, Arizona was dispatched to respond to the scene.

Chief Wunder advised Captain Smith of the medical resources which were responding to the scene. Chief Wunder then assigned Captain Smith and the crew from Station 154 to coordinate the "transport" of the injured victims.

After arriving at the scene, Captain Smith met with Chief Wunder. During this meeting Captain Smith noticed the Green Valley Fire District ladder truck and observed "several people" in the "bucket" (platform). She recalled seeing Green Valley Fire District Engineer Manual Valencia on the ladder; however, she could not recall if he was going up or coming down the ladder at the time. She also noticed cables were hanging down from the ladder.

Soon thereafter, Captain Smith met with the Pima County Sheriff's Office who assisted with establishing a landing zone for the medivac helicopter on La Canada Drive.
(Interviews IV.7)

As Engine 154 was arriving at Station 151, Engineer Smith saw the ladder from the ladder truck extended into the air. He also noticed cables hanging from ladder and "surmised" what had happened. Additionally, Engineer Smith saw two firefighters outside of the platform and three heads inside the platform.

After arriving at Station 151, Chief Wunder assigned Engineer Smith to climb the ladder portion of the ladder truck to assist with the injured victims. He was also requested to help develop a "plan" on how to extricate the injured victims. After this request was made, Engineer Smith "donned" the proper safety belt and climbed the ladder.
(Interviews IV.8)

Also at 1801 hours, Southwest ambulance unit P853 arrived at the scene.

Once he arrived at the platform portion of the ladder, Engineer Smith spoke with Captain Mooney. According to Engineer Smith, Captain Mooney provided him with a briefing as to what had occurred and the extent of injuries. Additionally, Engineer Smith and Captain Mooney discussed the "options" they had on the extrication of the victims. At some point, Engineer Smith was told another ladder truck would be responding to the scene.

At 1802 hours, Captain Mooney was designated at the victim "extrication" coordinator.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER: 2012-034900

At 1803 hours, Southwest ambulance unit "P851" manned by Randy Creighton and Charles Murrietta were requested to respond to the scene.

The space on the platform was very limited and two of the victims were sitting on the floor of the platform. Engineer Smith and Captain Mooney attempted to immobilize the injuries on the victims and attempted to make them as comfortable as possible until the second ladder truck arrived.

During further questioning, Engineer Smith stated the platform was deformed from the ladder failure. He noticed the injured victims were not trapped in place by the deformity. Engineer Smith indicated, as he attempted to "get footing," he kicked out one of the panels of the platform so he could stand on the ladder below the platform.

Firefighters Cavell and Fazio were assigned to set up medical equipment for the victims.
(Interviews IV.13 and IV.14)

At 1807 hours, Southwest ambulance units P851 and 854 arrived at the scene.

At 1810 hours, a landing zone for responding medivac helicopter was established at Esperanza and La Canada.

At 1812 hours, medivac helicopter "Lifeline 3" was requested to respond to the scene.

At 1829 hours, the Pascua Yaqui Fire Department ladder truck was instructed to meet with Captain Modrzejewski.

At 1830 hours, the Pascua Yaqui Fire Department ladder truck arrived at the scene. After the Pascua Yaqui Fire Department ladder truck arrived and was set up, the victims who could stand were evacuated first. According to Engineer Smith, as the victims were being transferred to the Pascua Yaqui Fire Department ladder truck, the victims' safety belts were attached to the rescue platform.

After the Pascua Yaqui Fire Department ladder truck arrived, Firefighter Taormina and Pascua Yaqui Fire Department Engineer Michael Toma assisted with the rescue of the victims. Once an injured victim was removed from the Green Valley Fire District ladder truck, the victim was lowered to the ground and Firefighter Taylor "assisted" the victim to an ambulance.

At 1836 hours, Chief Wunder advised the Green Valley Fire District dispatcher three of the victims would be transported by ground ambulance and one victim would be transported by Lifeline 3. Lifeline 3 was requested not to land until the ground ambulances had departed the scene.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY
SUPPLEMENT REPORT

DR NUMBER 2012-034900

At 1838 hours, Southwest ambulance unit "PM881" manned by Gary Kimble and Kriston Hawks were requested to respond to the scene.

At 1854 hours, Southwest ambulance unit P853 departed the scene with Mrs. [REDACTED]

At 1857 hours, Lifeline 3 landed at the scene.

At 1906 hours, Southwest ambulance unit P851 departed the scene with [REDACTED] and [REDACTED]

At 1921 hours, Chief Wunder advised the Green Valley Fire District the extraction of the victims had been completed.

At 1923 hours, Southwest ambulance unit P854 departed the scene with Captain Mooney.

At an undocumented time, Lifeline 3 departed the scene with [REDACTED]

At 1927 hours, Southwest ambulance unit P853 arrived at the University of Arizona Medical Center located at 1501 N. Campbell Avenue in Tucson. After arriving at University of Arizona Medical Center, Mrs. Friedman was treated for injuries by attending physician Austin Gross, M.D. Her injuries were described as being a right distal humeral fracture which required surgical repair.
(Supportive Documents V.5)

At 1930 hours, Southwest ambulance unit PM881 departed the scene without a patient.

At 1936 hours, Southwest ambulance unit P851 arrived at the University of Arizona Medical Center. After arriving at the University of Arizona Medical Center, [REDACTED] and [REDACTED] were treated for their injuries by attending physician Spencer Green M.D.

[REDACTED] injuries were described as being left shoulder pain, left hand sprain, right knee contusion and abrasions. [REDACTED] was treated for his injuries and released from the hospital on August 15, 2012 at approximately 2155 hours.
(Supportive Documents V.6)

[REDACTED] injuries were described as being bilateral calcaneus fractures, left distal tibia-fibula fracture and an open fracture of the left lateral malleolus which required surgical repair.
(Supportive Documents V.7)

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER 2012-034900

At 1944 hours, Chief Wunder relinquished his duties as Incident Commander to Green Valley Fire District Battalion Chief Brian Wilford.

At 1952 hours, the Green Valley Fire District requested the Arizona Department of Public to conduct an investigation into the ladder failure.

At 1959 hours, the Pascua Yaqui Fire Department ladder truck departed the scene.

At 2001 hours, Southwest ambulance unit P854 arrived at the University of Arizona Medical Center. After arriving at the University of Arizona Medical Center, Captain Mooney was treated for his injuries by attending physician Spencer Greene, M.D. Captain Mooney's injuries were described as being pain in his left shoulder and tailbone. Captain Mooney was treated for his injuries and released from the hospital on August 16, 2012 at 0058 hours.

(Supportive Documents V.8)

At an undocumented time, Lifeline 3 arrived at the University of Arizona Medical Center. After arriving there [REDACTED] was treated for his injuries by attending physician Austin Gross M.D. and resident physician Luke Goddard. His injuries were described as being open tibia-fibula fracture of the left leg, neurovascular injury, spinal injury, intra-thoracic injury, intra-abdominal injury, lacerations and abrasions. His injuries required surgical repair.

(Supportive Documents V.9)

At an undocumented time, Chief Wunder, Engineer Valencia and Firefighter O'Brien attended a debriefing headed up by Green Valley Fire District Captain Larry Finkes and Captain Glen Simmonds. During the debriefing, there was no in depth discussion about the function of the truck. It was described the discussion was centered more on the "shock" of the incident.

After the debriefing was completed, Chief Wunder was involved with a "question and answer" time with the other crews. Soon thereafter, the crews from Stations 153 and 154 were relieved from their duties and were replaced with other Green Valley Fire District personnel.

After the question and answer session concluded, Chief Wunder and Firefighter O'Brien, in one vehicle, and Engineer Valencia, in another vehicle, traveled to the University of Arizona Medical Center. After arriving at the hospital, as a part of Green Valley Fire District procedure, Chief Wunder, Captain Mooney, Engineer Valencia and Firefighter O'Brien submitted to a urine analysis examination. The examination revealed none of the four individuals were under the influence of the tested drugs or alcohol.

(Supportive Documents V.10)

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER: 2012-034900

At 2010 hours, Arizona Department of Public Safety, Special Investigations Unit Commander, Captain Dansen Coleman, #4047, telephonically contacted Arizona Department of Public Safety, Special Investigations Unit Detective Terry Johnson, #2479. During their conversation, Captain Coleman stated the Green Valley Fire District was requesting the Arizona Department of Public Safety conduct an administrative investigation into the failure of the ladder truck. He instructed Detective Johnson to assemble an investigative team and respond to Green Valley Fire District, Station 151.

After receiving this request, Detective Johnson requested the assistance of Arizona Department of Public Safety, Special Investigations Unit Detective Guy Anderson, #3601, Arizona Department of Public Safety, Southern Narcotics Division Detective John Eccles, #5423, Arizona Department of Public Safety Highway Patrol Division Sergeant Paul Castellano, #4925 and Officer David Hopkins, #6357.

Detective Johnson assigned Detective Eccles to respond to the University of Arizona Medical Center and obtain information regarding the injured victims. Detective Johnson assigned himself to photograph the incident scene. Detective Anderson and Officer Hopkins were assigned to measure and diagram the scene and Sergeant Castellano was assigned to collect the evidence related to the incident.

At 2135 hours, Detective Eccles arrived at the University of Arizona Medical Center. For further details regarding his specific activities while at the University Medical Center, please refer to his supplemental report contained in this compilation.

(Investigation III.2)

Beginning at 2145 hours, Sergeant Castellano, Officer Hopkins, Detectives Johnson and Anderson began to arrive at Station 151. For further details regarding specific activities related to the incident scene investigation please refer to supplemental report contained in this compilation.

(Investigation III.3, III.4 and III.5)

After Detective Johnson arrived, he met with Battalion Chief Joey Kosiorowski. During this meeting, Detective Johnson confirmed the Green Valley Fire District requested an administrative investigation to be conducted. Chief Kosiorowski confirmed the type of investigation being requested and stated he was instructed to provide what ever information and documents needed to complete the investigation. Detective Johnson then requested all documents (maintenance and repair records) related to the ladder truck.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER: 2012-034900

At 2230 hours, Sergeant Castellano, Officer Hopkins, Detectives Johnson and Anderson began conducting the incident scene investigation. At the time the incident scene investigation was initiated, the ladder truck was located in the parking lot to the east of the fire station. The ladder portion of the truck was raised at an approximate forty-eight degree angle. Two cables were hanging from the ladder and metal debris from the truck/ladder and personal items were scattered in various areas of the parking lot.

During the scene investigation, in order to photograph various aspects of the ladder, Detective Johnson requested the ladder be lowered. After the ladder was lowered, Detective Johnson mounted the truck and photographed various areas. While on the truck, Detective Johnson located two failed ends of the cables.

While photographing the bottom side of the ladder, Detective Johnson located two pulleys that appeared to be seized. After photographing the pulleys, Detective Johnson attempted to turn the pulleys; however, the pulleys could not be turned by hand.
(Photographs VI.3)

On August 16, 2012, at 0130 hours, Sergeant Castellano, Officer Hopkins, Detectives Johnson and Anderson completed the incident scene investigation. The evidence collected during the investigation, which is denoted above, was secured in Detective Johnson's vehicle. The evidence was transported and stored for safekeeping at the Arizona Department of Public Safety, Southern Regional Crime Laboratory, Property and Evidence Section located at 2525 East Valencia Road in Tucson.
(Supportive Documents V. 11)

At 1115 hours, Detective Johnson met with Chief Kosiorowski at Station 151 and began collecting documents that were related to the maintenance of the ladder truck. Included with the documents were the Sutphen Operator and Service Manual, daily/weekly inspection reports, and repair receipts.
(Supportive Documents V.12)

At 1230 hours, Sutphen representatives Ken Creese, Paul Miller and Gene Maharg arrived at Station 151. Upon their arrival, Detective Johnson explained because a police investigation was being conducted, they were not to touch the truck. Detective Johnson directed their attention to the two pulleys located near the platform portion of the ladder. Detective Johnson demonstrated how the pulleys would not turn by hand.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER 2012-034900

During discussions, all of the Sutphen representatives felt the pulleys were not properly lubricated which led to the cable failure. According to all three representatives, when lubricating the pulleys, fresh lubricant should force the older lubricant out of the pulley. The lubrication process should continue to force out the old lubricant until the fresh lubricant is seen escaping from around the pulley pin. Additionally, during the conversation, Detective Johnson was told when the cables are adjusted properly there should be an approximate one half inch sag in the cable.

At 1300 hours, Jodie Lee Underwood, from United Fire Equipment Company located at 335 North 4th Avenue in Tucson, and who is a certified Sutphen technician, arrived at Station 151. After Mr. Underwood's arrival, Detective Johnson directed his attention to the two pulleys that appeared to be seized. In order to determine the possible cause of the ladder failure, Detective Johnson requested Mr. Underwood remove and disassemble the pulleys. After the pulleys were removed, Mr. Underwood and Detective Johnson noticed defects to the bearings, pins and internal bearing housing.

(Photographs V.3)

When questioned, Mr. Underwood stated he felt the cause of the failure was the result of non lubrication of the pulleys and the cables had been adjusted too tight.

After the pulleys, pins and bearings were disassembled, Detective Johnson collected them as evidence. The pulleys, pins and bearings were secured in Detective Johnson's vehicle and transported to the Arizona Department of Public Safety, Southern Regional Crime Laboratory, Property and Evidence Section where they were stored for safe keeping.

(Supportive Documents V.13)

Mr. Underwood was interviewed during this investigation. Based on his training and experience, in Mr. Underwood's opinion, he felt the failure of the pulleys and cables were possibly the result of two issues. The first could have been the lack of lubrication causing the bearing failure and then possibly someone, unwittingly, adjusting the cables to compensate for the failing pulleys. Mr. Underwood felt the bearings began to fail "considerably earlier" than August 15, 2012. Additionally, Mr. Underwood felt someone who was properly trained would have noticed an issue was developing and/or heard a noise. Secondly, Mr. Underwood felt there may be an issue with the bearing design.

Mr. Underwood was unaware if the Sutphen Corporation had recently changed their design of the bearings. According to Mr. Underwood, with the United Fire Equipment being an authorized Sutphen service center, they would have received updated information regarding changes. He was also unaware of any shop bulletins or recalls from Sutphen regarding the bearings.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER 2012-034900

Mr. Underwood expressed a concern for the Teflon type bearing utilized in the Sutphen design. Apparently the bearing can not take much of an impact before it starts to "flatten out" on one side or the other.

(Interviews IV.15)

The manufacturer of the cable was identified as being WireCo World Group located at 12200 Northwest Ambassador Drive in Kansas City, Missouri 64163-1244. Their telephone number is listed as being (816) 270-4750. During this investigation, Senior Vice President and Chief Technical Officer J. Dennis Fetter, P.E. was questioned as to the minimum breaking force required of the wire rope (cable). Mr. Fetter stated because he did not have the description of the cable used in the failed assembly, he would not be able to determine the minimum breaking force.

According to Mr. Creese, the manufacturer of the bearing is "Polygon Composites" located at 103 Industrial Park Drive in Walkerton, Indiana 46574. Their telephone number is listed as being (574) 586-3145. Detective Johnson requested the Sutphen Corporation provide a representative sample of the bearing which are installed in their ladder assemblies.

On September 27, 2012, Detective Johnson received the requested bearing from the Sutphen Corporation. Mr. Creese also provided photographs of an installed bearing on a 2008 Sutphen ladder truck.

(Supportive Documents V. 14)

The manufacturer Internet website (<http://polygoncomposites.com/products/detail/polylube-composite-bushings>) states the PolyLube® composite bearings use a fabric liner which embeds debris and provides lifetime lubrication. Contaminates will migrate to low pressure areas of the bushing and become embedded into the liner structure. The smearing action of the solid lubricant then encapsulates contaminants, providing a smooth low friction wear surface. Additionally, the PolyLube® bearing is constructed from a "fiberglass filament wound structure in a proprietary epoxy resin matrix for a very high strength bearing that is naturally concentric with no seam overlap." This "high strength laminate" construction allows for a thin walled bearing. The results, in a composite bearing "exhibits a very low" coefficient of friction coupled with a "high load-bearing" capacity.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER: 2012-034900

During the investigation, Detective Johnson learned the ladder truck was delivered to the Green Valley Fire District on July 24, 2009 and it was put into service during April 2010. At the time of the delivery, the Green Valley Fire District was provided with a document entitled "OPERATOR AND MAINTENANCE MANUAL DELIVERY DOCUMENT." In a review, it was noted the document had five numbered paragraphs. Paragraph one states, "Sutphen recommends the manual (Operator and Service Manual) be thoroughly read and studied before trying to operate this apparatus." Paragraph two states, "Sutphen further recommends that this manual be readily available to persons operating and/or servicing this equipment." Paragraph three states, "Sutphen also recommends that no operator drive or work on Sutphen apparatus without being trained by a Training Officer or person(s) attending the Demonstration of Operation." Paragraph four states, "We recommend that users of the apparatus view the video/cd with a training officer prior to use of the vehicle."

(Supportive Documents V.15)

A Sutphen representative, identified as being Jim Durban, accompanied the truck to the Green Valley Fire District when it was delivered. Established Green Valley Fire District engineers attended a multiple day training course which was provided by Mr. Durban. During the training, Mr. Durban explained and demonstrated the operation and maintenance of the truck.

Engineers who attended the training provided by Mr. Durban were interviewed during this investigation. The training was described as being a "brief, one hour training" and the rest was reading the Operator and Service Manual. For the most part, the training was on the operation of the ladder truck and there was a brief discussion about the maintenance. It was further explained the engineers were told "this truck" was supposed to be "maintenance free."

(Interviews IV.16, IV.17, IV.18, IV.19 and IV.20)

On page 2-5 of the Sutphen Operator and Service Manual, in a paragraph entitled "Sheaves and Cables" state, "There are sheaves and cables which are part of the tower extension/retraction system from the second section on up. Each sheave has a poly bearing and requires periodic lubrication. In the sheave bearing pin, there is a grease fitting provided. Each sheave should be greased after every 10 hours of service or annually. We recommend the use of a high-grade chassis grease designed for heavy-duty service."

On Page 2-13 the Sutphen Manual provides a procedure on how to adjust the cables. In a paragraph entitled "OBJECTIVES" it states, to set proper tension in extend/retract cables by adjusting section to section gaps. Only "DROP" in the cables should be taken out when adjusting them. Do not over-tighten the adjustment. There is a step by step (six steps) explanation on how to extend/retract the ladder, measure the ladder and adjust the cables. There is also a diagram which depicts the gap distance between each of the five sections of the ladder.

Detective Name	ID Number	Location	Date	Supervisor	
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759	



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER: 2012-034900

While conducting this investigation, Detective Johnson learned the Green Valley Fire District has regularly assigned and "float" engineers who have received aerial apparatus (ladder truck) training. During the course of this investigation, the nine regularly assigned and float engineers who were identified as having received the training were interviewed. When questioned, three of the engineers stated they had lubricated the pulleys; however, they were unable to recall the dates of when they lubricated the pulleys.

During this investigation, Detective Johnson learned there is a component of the aerial apparatus identified as a "power take off." There is a meter utilized to calculate the hours the power take off is engaged. At the time of the failure, the meter reflected an accumulated time of three hundred and fourteen and one tenth hours. According to the engineers, this is not reflective of actual time of use related to the ladder. Various engineers stated there is no meter to document the actual time the ladder is being used and it is difficult to document the exact number of hours the ladder is in use.

During further questioning, four of the engineers stated they felt comfortable in their abilities to be able to properly lubricate the pulleys. Four of the engineers stated they did not feel comfortable in their abilities to properly lubricate the pulleys. Additionally, eight of the engineers felt, they had not been properly trained in how to maintain the ladder truck. One of the engineers had recently been certified in the use of an aerial apparatus and was not authorized to "touch" the ladder truck until he was certified.

(Interviews IV.4, IV.16, IV.17, IV.18, IV.19, IV.20, IV.21, IV.22 and IV.23)

Only one of the engineers stated he had adjusted one of the cables.

(Interviews IV.19)

In a review of the daily/weekly inspection report for the ladder truck, Detective Johnson confirmed at least a portion of the truck is to be inspected on a daily basis. The components of this inspection are documented above in this report. In addition, on Sunday of each week, a detailed pump check is required. On Monday and Thursday of each week the power tools are inspected. On Tuesday of each week, the air brake system is inspected. On Wednesday of each week, a detailed ladder inspection is conducted. The specific components related to the ladder inspection are also documented above.

During a review of the daily/weekly inspection reports, Detective Johnson noted, between the dates of September 2009 and August 2012, there were more than one hundred times where the on duty engineers failed to properly document the truck inspections. This indicated that an inspection of the truck was either not fully completed or there was no inspection at all.

(Supportive Documents V.16)

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER: 2012-034900

According to the engineers, Station 151 is the busiest station in the district. Their inspections are time consuming (approximately two hours to complete) and are sometimes interrupted for response to an emergency call. The engineers also cited some miscommunication. Some were under the impression that, because the truck is not a "front out" truck, it did not need to be inspected on a daily basis. Another possibility for this problem regarding the inspections or documents may include the engineers being temporarily assigned to another fire station. They advised the on duty captain may not have properly documented the temporary assignment. Additionally, the truck could have been out of service on those dates.

Green Valley Fire District records reflected the ladder truck was involved in a minor collision. The left rear of the truck struck a fixed object in the parking lot, east of Station 151. According to the Green Valley Fire District records, the truck was out of service for approximately one month while the repairs were being made.

(Supportive Documents V.17)

The truck is inspected on an annual basis by an independent testing facility. Diversified Inspections located at 7777 North Black Canyon Highway in Phoenix, Arizona was identified as being the testing facility for the Green Valley Fire District. Diversified Inspections has conducted an inspection of the truck on September 20, 2010 and August 23, 2011. Another annual inspection was due to be conducted within a couple of weeks after the date of the failure.

In the 2010 inspection report, Inspector Robert Browning provided a discrepancy summary. The discrepancies were described as being loose rear tandem axle suspension hanger bolts, a lack of lubricant on the ladder sliding areas, the outriggers were not level with each other and the "lower rotation" bearing bolts were inaccessible.

In his 2011 report, Mr. Browning denoted "several" front suspension hanger bolts needed to be tightened, the ladder had "some" twist at the tips of each boom section. The threads of each side of the extension cable system did not "match" on most sections and he stated the "jam nuts" should be adjusted by an authorized mechanic with a specific procedure for adjusting the cable slack. He did document the ladder passed the twist test. He also documented the "lower rotation" bearing bolts were inaccessible.

(Supportive Documents V.18)

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER: 2012-034900

As a part of the investigation, Detective Johnson utilized Edward McDonald of the Phoenix, Arizona Fire Department, Fleet Management Division as an independent consultant. Mr. McDonald was allowed to review the Green Valley Fire District ladder truck, the pulleys, pins, bearings, cables and photographs taken during this investigation. After his review, Mr. McDonald concluded the cable failure was caused by the bushings (bearings) in the pulleys being completely worn away and the pulleys and pins which sustained extensive damage.

Information gathered from the "ladder crew," along with the presence of fresh grease ladder and lube on the ladder rails indicated the ladder was being lubricated and inspected at times by someone; however, he was unable to determine how often this occurred. Mr. McDonald stated with a trained eye, the pulley damage would have been obvious and caught long before a failure occurred.

Mr. McDonald explained the Phoenix Fire Department has seen a similar problem with the bearings in the pulleys on their American La France ladders and the bearings appears to be similar. However, the major difference between the Sutphen truck and the American La France truck is that on the American La France trucks, there is no lubrication fitting provided for lubrication of the bearings. Which American La France tells them is not needed.

The Phoenix Fire Department has developed a program of a thirty day ladder inspection will be conducted by a qualified ladder technician. During these inspections, the Phoenix Fire Department technicians have found the pulley bearings worn and were able to repair the problem before pulley was damaged. Additionally, Mr. McDonald, stated the Phoenix Fire Department has been "battling with premature bushing failure" on their ladder trucks for sometime and have had to replace in excess of ten bearings. In one ladder truck, the bearing failed in less than six months.

(Supportive Documents V.19)

In an attempt to ascertain if Polygon was the supplier of the bushings for the American La France ladder trucks, Detective Johnson spoke with Steve Bean of American La France, LLC. After explaining the information provided about the premature bushing failures by Mr. McDonald, Mr. Bean stated he was unsure of which company supplied the bushings. However, he would obtain the information and provide it to Detective Johnson.

After the first conversation, Detective Johnson requested Mr. Bean return telephone calls on two occasions and on both occasions neither Mr. Bean nor any other representative from American La France returned the telephone calls. Any future information received from American La France LLC will be documented in a supplemental report.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER: 2012-034900

The Green Valley Fire District reported the failure to the Arizona Division of the Occupational Safety and Health.

(Supportive Documents V.20)

The Green Valley Fire District also reported the National Institute for Occupational Safety and Health. Timothy Merinar MS, CFEI and Murrey Loflin MS, were assigned to conduct an investigation and they responded to Green Valley.

On September 9, 2012, Detective Johnson met with Mr. Merinar, Mr. Murrey Chief Wunder, J. Dennis Fetter, P.E. from WireCo World Group, Mr. Creese, T. Robert Meyer, J. Eric Bates P.E. from Sutphen Corporation and Ron French from JDK Fire Fighting Equipment (independent services for Sutphen). During this meeting, the above mentioned individuals were allowed to review and photograph the evidence collected during this investigation. Mr. Fetter pointed out several areas on the cable where they appeared to have snapped and bent backwards.

During this investigation, Detective Johnson learned there have been seven documented similar failures with Sutphen ladder trucks which were not investigated. The failures include the Bluffton, South Carolina Fire Department, the Chillicothe, Ohio Fire Department, the Palm Beach County Fire and Rescue and the Sedona Arizona Fire District.

(Supportive Documents V.21)

The Bluffton Fire Department is located at 357 Fording Island Road in Bluffton, South Carolina 29910. Their telephone number is listed as being (843) 757-2800. According to Assistant Operations Chief Paul Boulware, they had four cables failures on their 2006 ladder truck. On one occasion, the pulleys seized and there was a cable and bearing issue. According to Chief Boulware, the pulleys were not aligned properly. During a safety inspection, an engineer found metal debris from the ladder and the information was reported to Sutphen. Additionally, Chief Boulware stated on one occasion, a Sutphen representative was at their department and a Cable failed with the representative in the "bucket."

According to Chief Boulware, the Bluffton Fire Department ladder truck is inspection weekly by Bluffton Fire Department engineers. The Sutphen Corporation trained their engineers in maintaining the truck; however, the Sutphen Corporation blamed his department for not properly servicing the truck. Because of this, the Bluffton Fire Department hired an independent service company to services the truck and to adjust the cables.

According to Chief Boulware, their ladder truck is utilized on a daily basis. The truck responds to all entrapment calls.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER: 2012-034900

The Chillicothe, Ohio Fire Department is located at 54 East Water Street in Chillicothe, Ohio 45601-2544. Their telephone number is listed as being (740) 773-2212. According to Assistant Chief Steve Gallagher, they had one pulley seize and a cable break on their 2007 Sutphen ladder truck at an active fire on July 31, 2012. After the cable and pulley failure, the Sutphen Corporation repaired the truck and the Chillicothe Fire Department was told there was a maintenance issue with the truck. Chief Gallagher stated later, a "piece" of a bearing was found on the vehicle bay floor.

According to Chief Gallagher, the truck is used frequently and the ladder is extended and retracted numerous times each week.

The Palm Beach County Fire and Rescue is located at 405 Pike Road in West Palm Beach, Florida 33411-3815. Their telephone number is listed as being (561) 233-0900. According to Tim Calhoun of the Palm Beach County Fire and Rescue Fleet Maintenance, a loose cable caused their Sutphen ladder truck to fail. After the failure occurred, the Sutphen Corporation was asked to assist in determining the cause of the cable failure. According to Sutphen Engineering Manager Jim Garver, the failure was the result of a combination of "loading situations." A cable came out of the groove of the pulley and was "pinched" between the pulley and "pulley ear."

(Supportive Documents V.22)

The Sedona Arizona Fire District is located at 2860 Southwest Drive in Sedona, Arizona 86336. Their telephone number is listed as being (928) 282-6800. According to Sedona Fire District Fire Chief Kris Kazian and mechanic George Gutierrez, in 2010, a cable frayed and broke in the second section of the ladder on their 2007 Sutphen ladder truck.

According to Chief Kazian and/or Mr. Gutierrez, in approximately June 2012, it was noticed the bracket holding the pulleys were becoming oblong. The Sutphen Corporation assisted with the repairs of the truck and it was explained the possible cause of this was "over bedding" (the ladder lowered past its designed resting position) of the ladder. Additionally, during the repairs, "parts" (cables and pulleys) were replaced because of "normal wear."

Chief Kazian stated on September 25, 2012, the truck was inspected by an independent contractor. After the inspection was completed, the truck was placed out of service because within "hours" of the cables and pulleys being replaced, they began to fail.

The Sedona Fire District ladder truck is not utilized very often. Chief Kazian stated the tires on the truck are square because the truck is not often moved.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER: 2012-034900

During the course of this investigation, Detective Johnson requested the Sutphen Corporation to provide information and identify other fire departments which have experienced failures with their trucks. As requested, the Sutphen Corporation provided the requested information and the information is contained in this report compilation.

(Supportive Documents V.23)

On September 26, Green Valley Fire District Fire Chief Simon Davis requested all evidence obtained during his investigation be released to the Green Valley Fire District.

(Supportive Documents V.24)

The Green Valley Fire District provided Detective with copies of their Civilian Observer, Command Procedures and Unified Command Procedures to review.

(Supportive Documents V.25)

According to the Green Valley Fire District, the ladder truck is not utilized very often. Mainly, the truck has been utilized during public relations events, training and for one rescue. The truck has never been exposed to heat, it has never been "over the top" of a burning building, it has never been "rammed" into a building during a ventilation operation. Because of the operation expense, the ladder truck is not utilized very often.

Prior to the failure, between the dates of March 5 through 29, 2012, the ladder truck was utilized during an approximate one month long aerial operator training course presented by Green Valley Fire District Captain Moore for the Green Valley Fire District engineers. The attendees received "hands on" training with the aerial apparatus and the ladder truck was utilized predominately during the training.

(Interviews V.24)

Specific to the failure of the Green Valley Fire Department, Station 151, aerial apparatus ladder truck, this investigation revealed that two sheaves (pulleys) seized. After the sheaves seized, two of the cables associated with the ladder function snapped which allowed the ladder to uncontrollably retract. According to the Sutphen Corporation, with the two cable design, one cable is to act as a fail safe in the event one cable fails. However, in this incident, both cables failed at the same time.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY FINDINGS

DR NUMBER: 2012-034900

This investigation revealed the following Green Valley Fire District policy violation. The policy/guideline is identified as follows:

Guideline 6105 Civilian Observer in part states, *"It shall be the fire officer to witness the completion of the release forms. All forms shall be kept in a designated file with the administrative staff. The observer name, age, arrival and departure times shall be logged on the release form. The observer shall be issued an ID tag and a safety vest (if necessary)"*

- During his interview, Chief Wunder stated before a civilian observer is allowed to ride on a fire apparatus they "should" complete a civilian observer form.
- To his knowledge, [REDACTED] and [REDACTED] and [REDACTED] and [REDACTED] did not complete a civilian observer form prior to their ride on the ladder platform.
- Additionally, Chief Wunder stated this was an "oversight" and because he was the ranking individual on scene, he accepts the responsibility for this oversight.
- According to Chief Wunder, the ride on the ladder truck was not going to be a part of the evening.
- Captain Mooney was aware civilian observers were required to complete a civilian observer form prior to riding on a fire truck; however, he did not have [REDACTED] and [REDACTED] or [REDACTED] and [REDACTED] complete a civilian observer form prior to their ride on the ladder.
- Engineer Valencia stated he was aware civilians were required to sign a civilian observer form prior to riding on a Green Valley Fire District truck. He was also aware neither [REDACTED] and [REDACTED] or [REDACTED] and [REDACTED] were offered a civilian observer form.

In order to comply with the National Incident Management System, the Green Valley Fire District incorporated the National Incident Management System Incident Command System into all relevant Standard Operating Guidelines.

- After the failure of the ladder occurred, Chief Wunder implemented the Green Valley Fire District Incident Command System.
- He also established himself as the Incident Commander.
- As soon as practical, Chief Wunder relinquished command to Green Valley Fire District Battalion Chief Brian Wilford.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY FINDINGS

DR NUMBER: 2012-034900

During the review of the Green Valley Fire District ladder truck inspection reports, it was noted over one hundred times, the on duty engineers did not properly document a required inspection was completed or conducted. These are identified as follows:

- Engineer Brandon Christenson – incompletely documented and/or failed to document inspections on February 27, 2012, February 29, 2012, March 14, 2012, April 3, 2012 and April 5, 2012.
- While employed as an engineer, Captain Philip Comaduran – incompletely documented and/or failed to document inspections on February 16, 2010, March 13, 2010, April 12, 2010, April 16, 2010, April 21, 2010, April 23, 2010, April 24, 2010, March 15, 2011, March 24, 2011, May 15, 2011, May 17, 2011, June 17, 2011, June 29, 2011, July 24, 2011 and August 31, 2011.
- Float Engineer Michael Downes – incompletely documented and/or failed to document an inspection on March 23, 2012.
- Engineer Greg Gatterer – incompletely documented and/or failed to document inspections on May 31, 2012 and June 2, 2012.
- Engineer Michael Hoyer – incompletely documented and/or failed to document inspections on June 29, 2011, November 2, 2011, November 30, 2011, December 31, 2011, February 23, 2012, May 12, 2012 and May 19, 2012.
- Engineer Steven Lane – incompletely documented and/or failed to document inspections on October 16, 2011, November 9, 2011, November 28, 2011, January 11, 2012, January 20, 2012, January 22, 2012, January 31, 2012, February 7, 2012, February 9, 2012, April 30, 2012 and May 7, 2012. Most, if not all, of the above listed dates were prior to Engineer Lane being certified as an aerial operator. Prior to being certified, Engineer Lane was not allowed to "touch" the ladder truck.
- Engineer Kevin Malaney – incompletely documented and/or failed to document inspection on November 22, 2011.
- Engineer Paul Miller – incompletely documented and/or failed to document inspections on April 20, 2010, April 22, 2010, March 30, 2011, October 14, 2011, February 17, 2012 and April 2, 2012.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY FINDINGS

DR NUMBER: 2012-034900

- Engineer John O'Campo – incompletely documented and/or failed to document an inspection on May 19, 2011.
- Engineer Alan Ruch – incompletely documented and/or failed to document inspections on February 11, 2012 and February 18, 2012.
- Engineer Timothy John Smith – incompletely documented and/or failed to document an inspection on February 18, 2011.
- Engineer Todd Tomlinson – incompletely documented and/or failed to document inspections on April 15, 2010, April 17, 2010 and April 19, 2010.
- Engineer Manuel Valencia – incompletely documented and/or failed to document inspections on October 12, 2011 and October 21, 2011.
- Engineer David Zavala – incompletely documented and/or failed to document inspections on February 10, 2011, February 15, 2011, February 17, 2011, February 19, 2011, February 20, 2011, February 24, 2011, March 5, 2011, March 7, 2011, March 9, 2011, March 18, 2011, March 23, 2011, March 25, 2011, April 23, 2011, May 16, 2011, July 4, 2011, July 9, 2011, July 13, 2011, July 29, 2011, September 14, 2011, September 21, 2011, September 28, 2011, November 16, 2011, January 18, 2012, February 21, 2012, April 4, 2012, April 6, 2012, April 8, 2012, and April 9, 2012.

NOTE: This investigation was unable to determine if, on the dates above which have no documentation, an inspection was conducted, attempted or was not completed at all.

The Supphen Operator and Service Manual page 2-5, paragraph entitled *"Sheaves and Cables"* in part state, *"There are sheaves and cables which are part of the tower extension/retraction system from the second section on up. Each sheave has a poly bearing and requires periodic lubrication. In the sheave bearing pin, there is a grease fitting provided. Each sheave should be greased after every 10 hours of service or annually. We recommend the use of a high-grade chassis grease designed for heavy-duty service."*

- Of the regularly assigned and float engineers who have been assigned to the ladder truck, only three of the engineers stated they had lubricated the pulleys since the ladder truck was placed into service; however, they were unable to recall the dates of when they lubricated the pulleys.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY FINDINGS

DR NUMBER: 2012-034900

Training:

During this investigation, the majority of the assigned and float engineers who were interviewed stated they felt the training they had received was not adequate to maintain the ladder truck. Some of the engineers stated they did not feel comfortable with their mechanical abilities to lubricate the pulleys and/or adjust the cables of ladder truck. All of the interviewed engineers stated they felt additional training specific to the maintenance of the ladder portion should be provided.

Equipment:

Specific to the failure of the Green Valley Fire Department, Station 151, aerial apparatus ladder truck, this investigation revealed that two sheaves (pulleys) seized. After the sheaves seized, two of the cables associated with the ladder function snapped which allowed the ladder to uncontrollably retract. According to the Sutphen Corporation, with the two cable design, one cable is to act as a fail safe in the event one cable fails. However, in this incident, both cables failed at the same time.

During interviews of the Green Valley Fire District personnel they were unable to identify equipment issues regarding the rescue of the injured victims.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	J. Lane, #3759



**ARIZONA DEPARTMENT OF PUBLIC SAFETY
CONTINUATION/SUPPLEMENTAL REPORT**

DR NUMBER:
2012-034900

Enter (C)ont/(S)upp.	Officer Name	ID No.	Location Code
S	J. Eccles	5423	
Supervisor Name	Date	Pending (Y)es/(N)o	Closed by (A)rrest (O)ther
Sgt. M. Lehar	8/16//2012	Y	

SUMMARY: On 8/15/2012 at about 2040 hours Detective John Eccles, DPS #5423, responded to the University Medical Center for follow-up concerning a mishap at the Green Valley Fire District in Green Valley, Arizona. Detective Eccles contacted five victims and obtained identifications and information regarding injuries for each victim.

NARRATIVE: On the above date, at the time indicated, Detective Eccles received a call from SGT M. Lehar, DPS #2592 instructing him to contact Detective Johnson, DPS #2479, and assist Tucson SIU. Detective Johnson instructed Detective Eccles to go to the University Medical Center, identify the victims of the mishap, and obtain information regarding their injuries.

At about 2135 hours, Detective Eccles arrived at the University Medical Center Emergency Center and contacted the following individuals:

Victims;

Captain Jeffrey Mooney, 29 YOA

[REDACTED] 78 YOA
[REDACTED] 59 YOA

[REDACTED] YOA
[REDACTED] YOA



ARIZONA DEPARTMENT OF PUBLIC SAFETY
CONTINUATION/SUPPLEMENTAL REPORT

DR NUMBER:
2012-034900

Witnesses;

Firefighter Joseph O'Brian, Green Valley Fire District

Firefighter Manuel Valencia, Green Valley Fire District

Admin. Div. Chief Charles Wunder, Green Valley Fire District

All of the victims were conscious and alert when questioned by Detective Eccles.

Detective Eccles spoke first with Captain Mooney who self-identified and stated that he was in the "bucket" at the time of the mishap. Captain Mooney complained of pain to his right shoulder and a laceration on his left elbow. Hospital staff reported that he had no broken bones and would be released.

Detective Eccles next spoke with [REDACTED] identified himself and his wife. [REDACTED] stated that he had been thrown from the bucket and was restrained by a safety harness. Hospital staff reported that [REDACTED] had no fractures that were detected and he complained of pain in his left shoulder, right knee, and suffered pain and abrasions on his left hand. [REDACTED] was discharged. Hospital staff reported that [REDACTED] suffered fractures to both heels and an open fracture to the left ankle. [REDACTED] was admitted for surgery on the open fracture. She was to be moved to Diamond 2 North, Room 2210, bed #1. The staff provided the following number for follow-up contact: 520.694.3260.

Detective Eccles contacted [REDACTED] who identified herself as above. Hospital staff informed Detective Eccles that [REDACTED] sustained a fracture to the right elbow requiring surgical intervention and that she would be admitted and moved to 3 East, Room 3621, bed 2. He then contacted [REDACTED] who identified himself as stated above. Hospital staff confirmed for Detective Eccles that [REDACTED] had suffered an open fracture to the left leg below the knee, which would require surgery, and a laceration to the right knee. They also stated that [REDACTED] had reported pain when they attempted to remove his cervical collar and was to undergo an MRI on 8/16/2012 to confirm that there was no spinal injury. [REDACTED] was to be admitted and moved to 3 East, Room 3622. The following number was provided for follow-up contact regarding [REDACTED]

While speaking with Captain Mooney, firefighters O'Brian and Valencia, and Division Chief Wunder arrived. Firefighter O'Brian stated that he witnessed the mishap from about 15 feet away while firefighter Valencia indicated that he was operating the pedestal and was watching the controls at the time. Chief Wunder stated that he also witnessed the incident and all three said that they had given statements to the Pima County Sheriff's deputies at the scene.

Detective Eccles left the hospital at about 2352 hours.



ARIZONA DEPARTMENT OF PUBLIC SAFETY

II. SUPPLEMENTAL REPORT

DR. NUMBER

2012-034900

This supplement concerns the actions of Arizona Department of Public Safety Tucson Special Investigations Unit Detective Guy Anderson, #3601, as they relate to the assistance he provided to the Green Valley Fire Department on August 15, 2012.

On Wednesday, August 15, 2012, Arizona Department of Public Safety Tucson Special Investigations Unit Detective Terry Johnson, #2479, contacted Detective Anderson and informed him that the Green Valley Fire District was requesting assistance with documenting an incident involving their ladder truck. The incident occurred at the Green Valley Fire Station #151 located at 250 N. La Canada Drive in Green Valley, Arizona.

Detective Anderson traveled to the Green Valley Fire District Station #151 to provide the requested assistance.

At approximately 2215 hours, Detective Anderson arrived at the scene. Detective Anderson observed the Green Valley Fire District's ladder truck parked on the concrete slab behind the fire station. The ladder was elevated to approximately 48 degree with the first section extended out by a hydraulic piston. The second and third sections were retracted back onto the first section. Two frayed cabled ends were hanging down from the middle of the ladder.

During the walk through, Detectives Anderson and Johnson were shown locations of evidence and other points of interest to be documented. Detective Anderson and Arizona Department of Public Safety Highway Patrol Division Officer David Hopkins, #6537, determined the best location to set up the Accident Investigation Measuring System (AIMS) unit, which was to be used to document the crime scene.

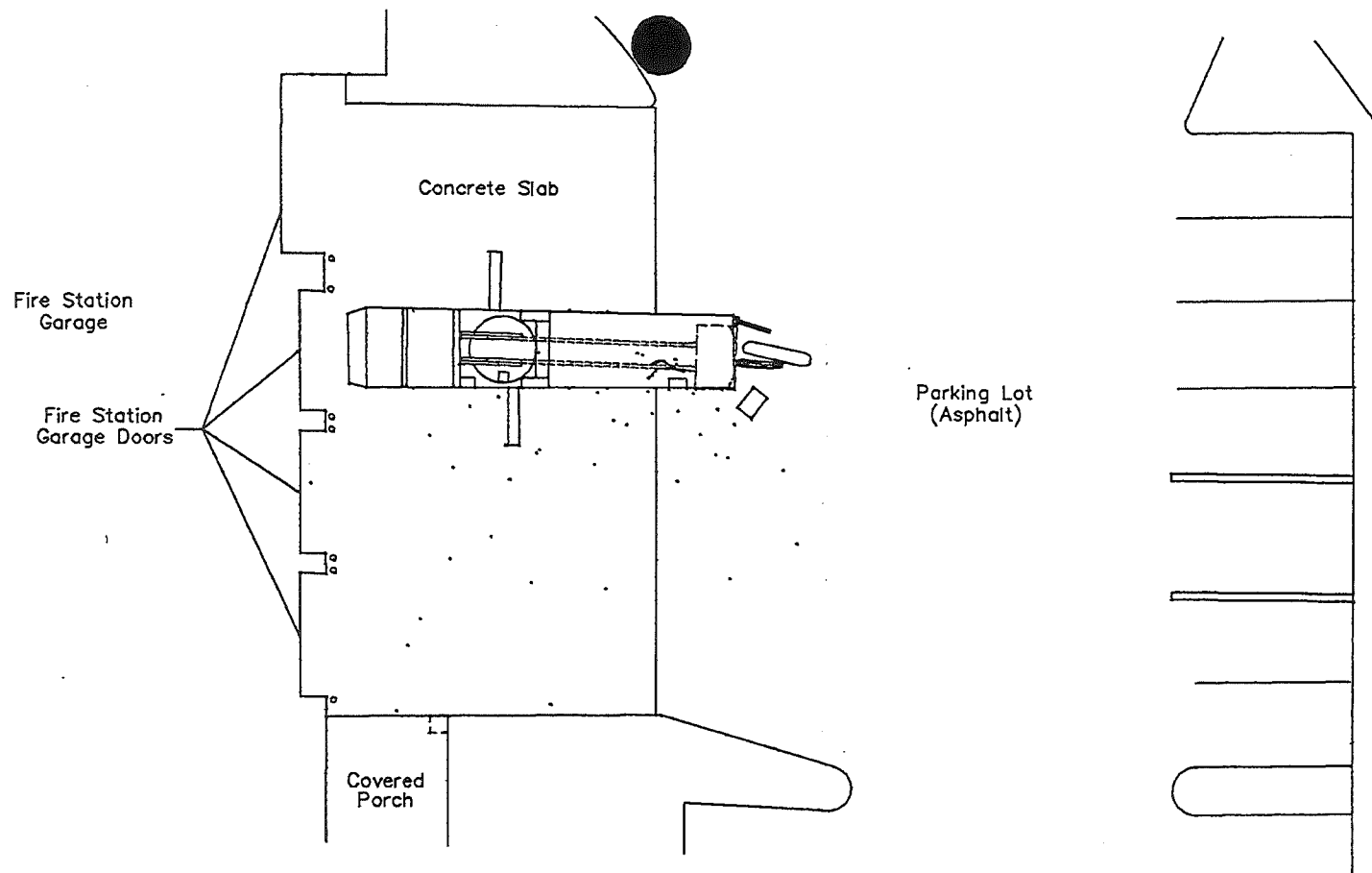
Officer Hopkins set up the AIMS unit and with the assistance of Detective Anderson measured the scene.

Detective Anderson's assistance on this day was concluded, when he left the scene at 0130 hours.

Detective Anderson downloaded the information collected by the AIMS unit. The downloaded information was used, by Detective Anderson, to complete a diagram and legend of the incident scene.

This concluded Detective Anderson's activities regarding the assistance to the Green Valley Fire District.

Detective Name	ID No.	Location	Date	Supervisor
Guy Anderson	3601		09/24/2012	Sergeant J. Lane, #3759

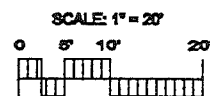


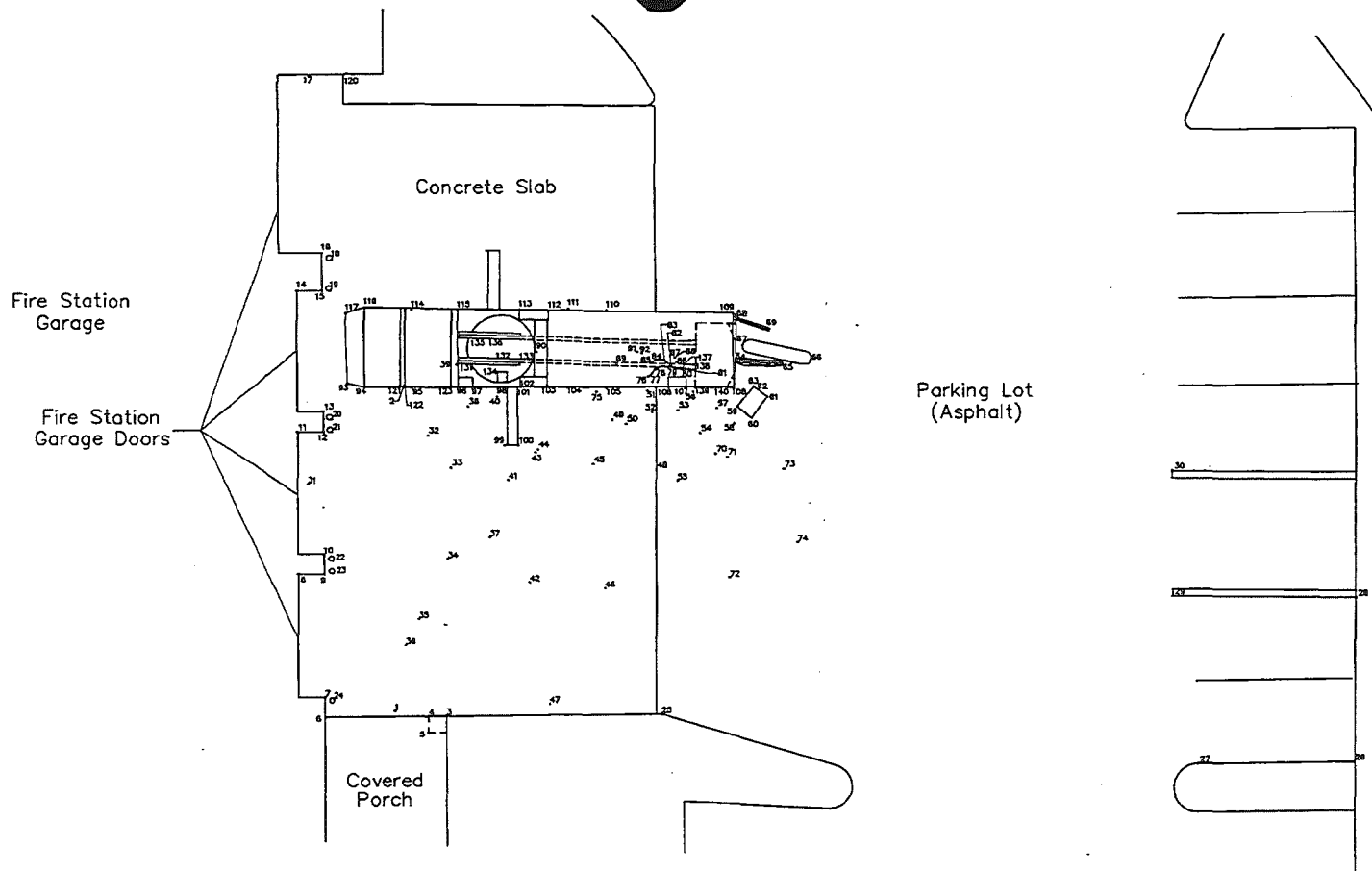
Green Valley Fire District Station #151
250 N. La Canada Drive
Green Valley, Arizona

Arizona Department of Public Safety
Tucson Special Investigations Unit
DR #2012-034900

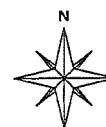


Drawn By: G. Anderson, #3801

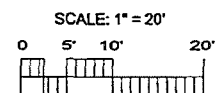


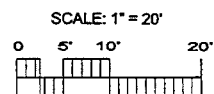


Arizona Department of Public Safety
 Tucson Special Investigations Unit
 DR #2012-034900

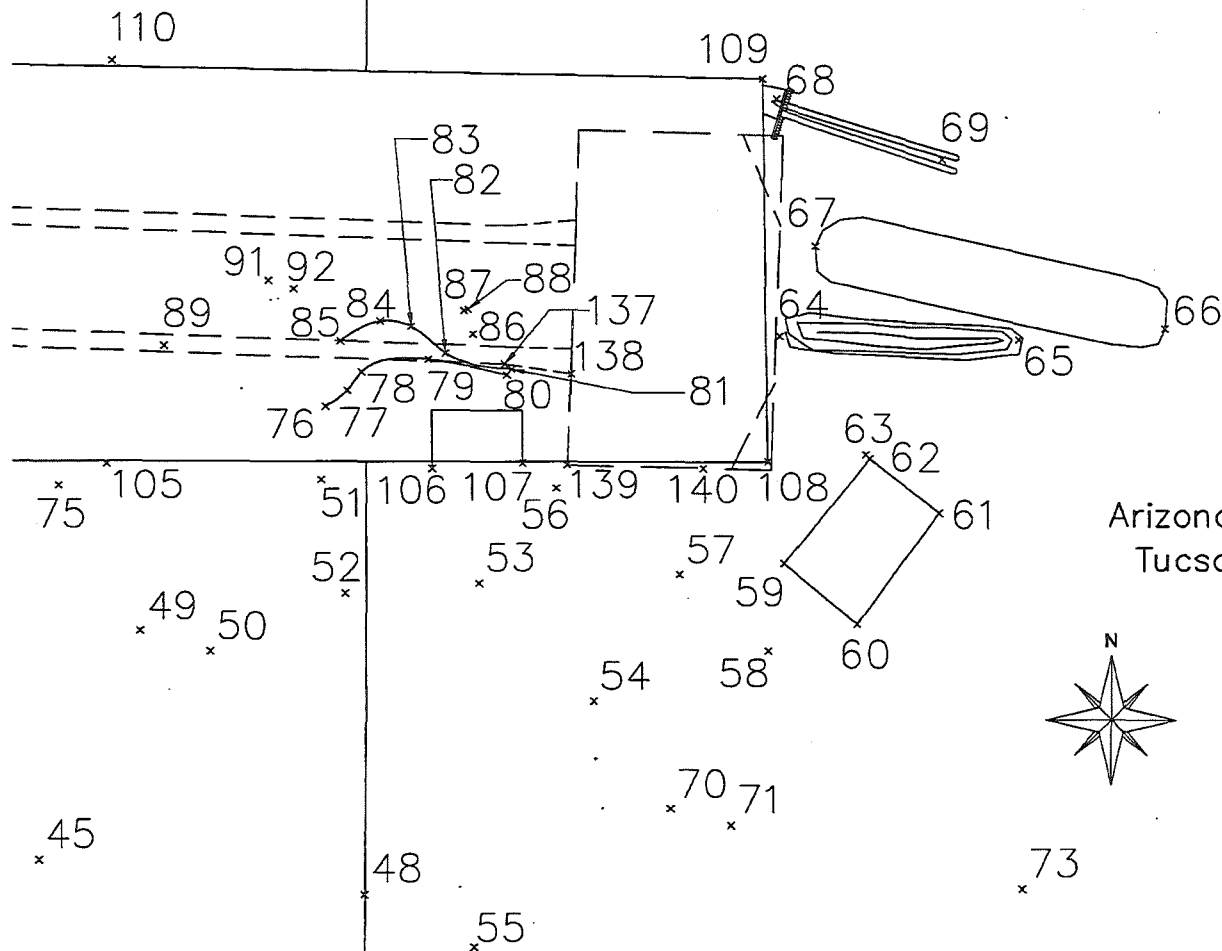


Drawn By: G. Anderson, #3601





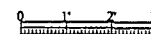
Detail A



Arizona Department of Public Safety
Tucson Special Investigations Unit
DR #2012-034900

Drawn By: G. Anderson, #3601

SCALE: 1" = 4'





ARIZONA DEPARTMENT OF PUBLIC SAFETY
DIAGRAM LEGEND

DR NUMBER:	2012-034900
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<u>PT</u>	<u>Y-Axis</u>	<u>X-Axis</u>	<u>Z-Axis</u>	<u>Description</u>
1	0.443	-0.234	0.000	Station location.
2	1.537	36.613	5.780	Backsight.
3	6.268	-0.753	-0.027	Fire Station Building.
4	4.265	-0.791	0.028	Fire Station Building.
5	4.217	-2.676	-0.002	Fire Station Building.
6	-7.642	-0.934	0.125	Fire Station Building.
7	-7.640	1.306	0.144	Fire Station Building.
8	-10.658	15.302	0.208	Fire Station Building.
9	-7.680	15.238	0.058	Fire Station Building.
10	-7.739	17.573	0.075	Fire Station Building.
11	-10.698	31.352	0.212	Fire Station Building.
12	-7.727	31.356	0.072	Fire Station Building.
13	-7.739	33.618	0.070	Fire Station Building.
14	-10.672	47.348	0.174	Fire Station Building.
15	-7.814	47.305	0.082	Fire Station Building.
16	-7.806	51.610	0.054	Fire Station Building.
17	-9.312	71.846	0.177	Fire Station Building.
18	-6.785	50.849	0.047	Steel post.
19	-6.995	47.312	0.033	Steel post.
20	-6.880	32.772	0.078	Steel post.
21	-6.868	31.372	0.036	Steel post.
22	-6.740	16.811	0.014	Steel post.
23	-6.700	15.378	0.013	Steel post.
24	-6.563	1.112	0.120	Steel post.
25	30.544	-0.621	-0.153	Parking lot curb.
26	108.905	-6.093	-3.051	Parking lot curb.
27	91.274	-6.301	-2.601	Parking lot curb.
28	109.209	12.542	-3.262	Block wall.
29	88.406	12.697	-2.415	Block wall.
30	88.327	26.917	-2.315	Block wall.
31	-9.506	25.512	0.159	Rivet head-Item #1.
32	4.186	30.993	-0.360	Rivet head-Item #2.
33	6.771	27.305	-0.423	Rivet head-Item #3.
34	6.448	17.036	-0.285	Wire strand from cable-Item #4.
35	3.112	10.178	-0.114	Wire strand from cable-Item #5.
36	1.693	7.162	-0.081	Rivet head-Item #6.
37	11.182	19.482	-0.388	Rivet head-Item #7.
38	8.714	34.198	-0.506	Rivet head-Item #8.
39	7.535	38.941	-0.371	Eye Glasses Lens-Item #9.
40	12.011	35.330	-0.558	Rivet head-Item #10.

Detective Name	ID No.	Location	Date	Supervisor
Guy Anderson	3601		09/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY
DIAGRAM LEGEND

DR NUMBER:	2012-034900
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<u>PT</u>	<u>Y-Axis</u>	<u>X-Axis</u>	<u>Z-Axis</u>	<u>Description</u>
41	13.283	25.946	-0.514	Rivet head-Item #11.
42	15.696	14.307	-0.286	Wire strand from cable-Item #12.
43	16.344	28.993	-0.455	Firefighter's Helmet-Item #13.
44	16.620	29.357	-0.453	Rivet head-Item #14.
45	22.858	27.693	-0.287	Rivet head-Item #15.
46	24.197	13.650	-0.261	Rivet head-Item #16.
47	17.948	0.524	-0.104	Safety Harness-Item #17.
48	29.921	26.958	-0.155	Rivet head-Item #18.
49	25.043	32.683	-0.234	Woman's Left Shoe-Item #19.
50	26.567	32.240	-0.223	Washer-Item #20.
51	28.958	36.011	-0.145	Woman's Right Shoe-Item #21.
52	29.471	33.519	-0.114	Firefighter's Helmet-Item #22.
53	32.398	33.742	-0.216	Portion of a watch band-Item #23.
54	34.935	31.164	-0.211	Portion of a watch band-Item #24.
55	32.325	25.813	-0.184	Rivet head-Item #25.
56	34.114	35.833	-0.251	Rivet head-Item #26.
57	36.840	33.937	-0.300	Safety Harness-Item #27.
58	38.786	32.269	-0.386	Woman's Earring-Item #28.
59	39.125	34.181	-0.367	Metal door-Item #29.
60	40.729	32.869	-0.467	Metal door-Item #29.
61	42.515	35.307	-0.560	Metal door-Item #29.
62	41.000	36.477	-0.504	Metal door-Item #29.
63	40.913	36.567	-0.503	Woman's Earring-Item #30.
64	39.031	39.136	-0.434	Fire Hose.
65	44.233	39.091	-0.651	Fire Hose.
66	47.410	39.336	-0.742	Rescue Basket.
67	39.797	41.101	-0.405	Rescue Basket.
68	38.945	44.287	-0.357	Tools.
69	42.553	42.993	-0.546	Tools.
70	36.658	28.819	-0.318	Rivet head-Item #31.
71	37.980	28.472	-0.399	Rivet head-Item #32.
72	38.277	14.819	-0.578	Rivet head-Item #33.
73	44.339	27.121	-0.750	Eye Glasses Lens-Item #34.
74	45.944	18.857	-0.858	Piece of black plastic-Item #35.
75	23.258	35.876	-0.344	Rivet head-Item #36.
76	29.061	37.587	5.892	Broken cable-Item #37.
77	29.521	37.933	5.902	Broken cable-Item #37.
78	29.826	38.356	5.905	Broken cable-Item #37.
79	31.278	38.624	5.920	Broken cable-Item #37.
80	33.003	38.294	5.876	Broken cable-Item #37.

Detective Name	ID No.	Location	Date	Supervisor
Guy Anderson	3601		09/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY DIAGRAM LEGEND

DR NUMBER:	2012-034900
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PT	Y-Axis	X-Axis	Z-Axis	Description
81	33.108	38.417	5.898	Broken cable-Item #38.
82	31.660	38.759	5.883	Broken cable-Item #38.
83	30.906	39.342	5.757	Broken cable-Item #38.
84	30.231	39.461	5.766	Broken cable-Item #38.
85	29.375	39.020	5.886	Broken cable-Item #38.
86	32.272	39.185	5.774	Bolt-Item #39.
87	32.069	39.699	5.765	Watch-Item #40.
88	32.165	39.725	5.775	Rivet head-Item #41.
89	25.554	38.920	6.013	Nut-Item #42.
90	16.559	40.355	4.953	Bolt with nut-Item # 43.
91	27.817	40.339	13.328	Cable end.
92	28.375	40.158	17.422	Cable end.
93	-4.924	36.826	-0.025	Point defining fire truck.
94	-2.994	36.396	-0.043	Point defining fire truck.
95	2.336	36.298	-0.230	Left front wheel axle #1.
96	7.651	36.406	-0.428	Point defining fire truck.
97	9.298	36.351	-0.466	Point defining fire truck.
98	13.117	36.440	-0.534	Point defining fire truck.
99	12.809	29.822	-0.426	Point defining fire truck.
100	14.370	29.828	-0.417	Point defining fire truck.
101	14.297	36.417	-0.532	Point defining fire truck.
102	14.620	36.428	-0.530	Point defining fire truck.
103	17.729	36.533	-0.502	Point defining fire truck.
104	20.001	36.390	-0.454	Left wheel axle #2.
105	24.314	36.351	-0.353	Left wheel axle #3.
106	31.361	36.254	-0.190	Point defining fire truck.
107	33.364	36.375	-0.167	Point defining fire truck.
108	38.763	36.407	-0.369	Point defining fire truck.
109	38.641	44.731	-0.325	Point defining fire truck.
110	24.409	45.091	-0.300	Right wheel axle #3.
111	20.079	45.261	-0.382	Right wheel axle #2.
112	17.854	44.997	-0.400	Point defining fire truck.
113	14.565	45.135	-0.440	Point defining fire truck.
114	2.374	45.087	-0.247	Right front wheel axle #1.
115	7.586	45.092	-0.372	Point defining fire truck.
116	-3.010	45.417	-0.103	Point defining fire truck.
117	-5.095	44.755	-0.025	Point defining fire truck.
118	-2.758	36.688	1.801	**
119	-2.891	36.575	6.154	**
120	-4.883	71.952	12.659	Fire Station Building.

Detective Name	ID No.	Location	Date	Supervisor
Guy Anderson	3601		09/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY
DIAGRAM LEGEND

DR NUMBER: 2012-034900

<u>PT</u>	<u>Y-Axis</u>	<u>X-Axis</u>	<u>Z-Axis</u>	<u>Description</u>
121	1.052	36.607	8.750	Point defining fire truck.
122	1.578	36.554	9.514	Point defining fire truck.
123	6.822	36.535	9.457	Point defining fire truck.
124	6.825	36.553	8.501	**
125	7.513	36.554	7.601	**
126	7.434	36.670	1.662	**
127	7.869	37.606	4.912	**
128	17.729	36.517	4.788	**
129	17.739	36.491	5.972	**
130	38.339	36.417	5.716	**
131	8.014	39.058	8.901	Ladder Pivot Point.
132	11.993	39.239	9.742	Ladder.
133	14.628	39.152	12.746	Ladder.
134	12.089	38.148	14.379	Controls pedestal.
135	10.764	41.943	13.512	Ladder.
136	11.211	41.883	15.626	Ladder.
137	32.962	38.527	39.589	Ladder.
138	34.429	38.310	34.642	Ladder.
139	34.347	36.336	37.826	Bucket.
140	37.350	36.268	37.666	Bucket.
141	36.743	35.305	40.398	**
142	34.500	36.200	41.282	**
143	26.469	38.770	25.482	**

** Point shot for a possible side view diagram. Not required for this diagram.
Points are recoverable if the need arises for a side view diagram.

Detective Name	ID No.	Location	Date	Supervisor
Guy Anderson	3601		09/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER 2012-034900

On August 15, 2012 at approximately 2030 hours, I was contacted at my house to call out Officer David Hopkins, Az DPS 6537 to assist Special Investigations Unit Detective Terry Johnson, Az DPS 2479 at the Green Valley Fire Department. I was told that they had some sort of equipment failure, but had very little information. I decided to respond with Officer Hopkins in case he needed help diagraming the scene using the AIMS equipment. I instructed Officer Hopkins to retrieve the AIMS equipment from the Tucson DPS Headquarters and I would meet him in Green Valley at the Fire Station.

I arrived at the Green Valley Fire Station at approximately 2145 hours. I observed a ladder truck parked outside the station house. The ladder was partially extended. The area was taped off with fire tape and cones. There were no obvious signs that the scene had been tampered with. I met with the Fire Captain and started to understand what had occurred. Apparently the station house had invited guests, and was in the process of allowing them to experience the ladder truck's extension ladder, when the bucket at the end of the ladder slid back down the ladder and came to rest. Witnesses stated the ladder was close to full extension. The five occupants of the bucket, four civilians and one firefighter were injured in mishap.

At the direction of Detective Johnson, I began inventorying evidence and collecting it after the scene was photographed and diagrammed. All of the items that I collected were given an item number with the initials "PJC" behind it. Those items ranged from rivets, eyeglasses, harnesses, fire helmets, cable pieces, and a door from the bucket. These items were collected and placed in its own evidence bag.

The evidence bags were placed in the back of Detective Johnson's SUV and we left the scene to submit the items into DPS Property and Evidence. The items were secured in two evidence lockers. On August 17, 2012 at approximately 0900 hours, I removed the items from the locker and submitted them to DPS Property and Evidence. The lockers can only be unlocked by evidence custodians and they did not appear to have been tampered with after I placed them in the locker and prior to submission to Property and Evidence.

Sergeant Paul Castellano, Az DPS 4925
Southern Highway Patrol Division

Detective Name	ID Number	Location	Date	Supervisor



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER:	2012-034900
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This supplement is to document Officer Hopkins', #6537, involvement in case #2012-034900. On August 15, 2012 at 2035 hours, Officer Hopkins was called out to assist Detective Johnson #2479 with a scene at Green valley Fire Department. When Officer Hopkins arrived, he saw a red ladder truck parked behind the fire station. There was a yellow tape securing people from entering the immediate area around the fire truck. Officer Hopkins assisted Detective Anderson # 3601 with measuring the scene using the Nikon NPL-522. Officer Hopkins took the measurements using the evidence recorder while Detective Anderson walked the scene with the prism pole. This concludes Officer Hopkins' involvement in this case.

Detective Name	ID Number	Location	Date	Supervisor
Officer D. Hopkins	6537	23080003	08/27/12	P. Castellano #4925



ARIZONA DEPARTMENT OF PUBLIC SAFETY
INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Person Interviewed:

Age:

Occupation:

Residence Address:

Retired

Telephone Number:

Person Interviewed:

Age:

Occupation:

Residence Address:

Retired

Telephone Number:

SYNOPSIS:

On September 25, 2012, [REDACTED] were interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Tuesday, September 25, 2012, Arizona Department of Public Safety Detective Terry Johnson, #2479, conducted a recorded interview of [REDACTED]. The interview was in reference to an administrative investigation being conducted at the request of the Green Valley, Arizona Fire District. The investigation is in reference to an incident where a one hundred foot aerial platform apparatus (ladder truck) failed on August 15, 2012.

The interview was conducted at [REDACTED] residence located at 1171 West Mountain Nugget Drive in Green Valley, Arizona. The interview began at approximately 1125 hours and it concluded at approximately 1150 hours. Also present during the interview was [REDACTED] attorney, Mr. Michael Drake. A complete audio version of this interview will be included with this report.

[REDACTED] is a member of the Valle-Verde Rotary Club located in Green Valley, Arizona. In February 2012, as a part of a fund raising event for the Rotary Club, in part to benefit its sponsored charities, the Rotary Club held a "silent auction." One of the items being auctioned was a dinner for four at the Green Valley Fire District and [REDACTED] purchased the dinner.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/10/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY
INTERVIEW SUMMARY

DR NUMBER: 2012-034900

The dinner was scheduled for August 15, 2012 at 1700 hours; after the dinner was scheduled, [REDACTED] invited his friends, [REDACTED] to accompany him and his wife, [REDACTED] to the dinner. According to [REDACTED] the plans for the evening were to arrive at the fire station, where they would receive a tour of the fire station and the equipment (trucks) and the dinner would follow the tour.

At 1700 hours, on August 15, 2012, Mr. and Mrs. [REDACTED] along with [REDACTED] arrived at the Green Valley Fire District, Station 151, located at 250 North La Canada Drive in Green, Valley. After arriving there, they met with the on duty personnel and were provided a tour of the fire station. According to Mr. [REDACTED] the tour was very "enlightening." The Green Valley Fire District personnel were "wonderful" in explaining the operation of the equipment. When they arrived at the fire station, the ladder truck was parked in the east parking lot of the fire station.

Prior to the dinner, [REDACTED] were offered, by who they thought was the Green Valley Fire District Operations Division Chief Charles Wunder, the "experience" of "going up" in the ladder truck. During further questioning, [REDACTED] indicated they had no indication they were going to be offered a ride in the platform portion of the ladder truck. According to [REDACTED] prior to mounting the truck, they were not offered a civilian observer form. [REDACTED] stated they did not have any expectations of anything, they just expected to be taken on a tour of the fire station.

Prior to mounting the fire truck, the Green Valley Fire District personnel provided safety equipment, a safety belt with a nylon rope attached to it and a safety helmet to [REDACTED]. [REDACTED] were told a Green Valley Fire District captain was going to accompany them on their ride on the ladder. Through this investigation, the Green Valley Fire District captain was identified as being Captain Jeff Mooney.

[REDACTED] along with Captain Mooney, mounted the truck by steps located near the rear of the driver's side of the truck. Soon thereafter, [REDACTED] and [REDACTED] and Captain Mooney entered the "bucket" (platform) portion of the ladder. Once they were standing on the platform, all five of the individuals were tethered to points of the platform.

[REDACTED] was standing to what would be considered the rear of the platform, on the driver's side of the truck, with [REDACTED] standing slightly to his left and in front of him. [REDACTED] was standing to the rear of the platform, on the passenger side of the truck, with [REDACTED] standing in front of him. Captain Mooney was standing between the two couples toward the front of the platform.

[REDACTED] stated Chief Wunder was taken pictures of the event.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/10/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY
INTERVIEW SUMMARY

DR NUMBER: 2012-034900

██████████ stated the ladder was being extended and raised at a very slow pace. ██████████ believed the person operating the controls was the engineer who was in charge of operating the equipment. ██████████ thought the engineer's name was "Manny." Through this investigation, the engineer was identified as being Green Valley Fire District Manuel Valencia. Additionally, ██████████ described the movement of the ladder as being very smooth.

According to ██████████ Engineer Valencia was not standing on the platform, but was at the controls located on the truck. When questioned, Mr. ██████████ stated he could not recall if he saw Captain Mooney operating the controls of the platform.

██████████ recalled, who she thought was Captain Mooney, ask if they were ready to "going back down."

██████████ stated the "failure" occurred very quickly. The platform fell approximately forty feet and he thought the ladder was at a forty-five degree angle when the failure occurred. Additionally, ██████████ thought the ladder was stationary when the failure occurred.

██████████ could not recall if the ladder was being retracted at the time of the failure; however, she did recall the failure occurred very quickly. She also recalled the ladder retracted very fast.

After the ladder came to an abrupt stop, ██████████ had broken bones. ██████████ felt the fire captain and he were the "luck ones" because they were not seriously injured. When the failure occurred, ██████████ struck the door of the platform and was partially ejected from the platform. According to ██████████ he fell backwards from the platform.

██████████ believed because she is small in stature, when the platform came to the abrupt stop, she flew into the air and when she landed on the platform, it slammed her feet into the metal floor of the platform. Soon thereafter, she noticed her left ankle was bleeding and she thought her left foot was broken. ██████████ thought her right foot was behind her and she was unable to stand. ██████████ did notice her husband was partially ejected and wanted to help him back into the platform. However, she was told not to help him.

Soon after the ladder came to a stop, Engineer Valencia climbed the ladder to assist Captain Mooney in lifting ██████████ back into the platform. When ██████████ was brought back into the platform, he noticed ██████████ and his wife were sitting on the floor of the platform; he, Captain Mooney and ██████████ were standing.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/10/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

██████████ could not recall overhearing any conversation between Captain Mooney and anyone else from the Green Valley Fire District. ██████████ recalled hearing a sound when the failure occurred; however, he was unable to describe the sound during the interview. Mrs. ██████████ could not recall hearing any sound when the failure occurred.

Approximately thirty minutes after the failure of the Green Valley Fire District ladder truck, a second ladder truck arrived. After the second ladder truck arrived, ██████████ learned both her feet (ankles) had been broken during the incident. A "harness" was placed around her and she was lifted from her position on the platform by Green Valley Fire District rescue personnel. As she was being lifted to the rescue ladder truck, ██████████ passed out from the pain of her broken bones. ██████████ stated she could recall being placed in an ambulance, but had no memories of other events of the rescue.

Both ██████████ were transported by the same ground ambulance the University Medical Center located at 1501 North Campbell Avenue in Tucson, Arizona. ██████████ was treated and released from the hospital for bruises; however, he was told he possibly may have a right shoulder injury. ██████████ treatment for both ankles being broken required surgery.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/10/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY
INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Person Interviewed:

Age:

Occupation:

Residence Address:

Retired

Telephone Number:

Person Interviewed:

Age:

Occupation:

Residence Address:

Retired

Telephone Number:

SYNOPSIS:

On September 25, 2012, [REDACTED] were interviewed in reference to this investigation. The following report will summarize their interview.

DETAILS:

On Tuesday, September 25, 2012, Arizona Department of Public Safety Detective Terry Johnson, #2479, conducted a recorded interview of [REDACTED]. The interview was in reference to an administrative investigation being conducted at the request of the Green Valley, Arizona Fire District. The investigation is in reference to an incident where a one hundred foot aerial platform apparatus (ladder truck) failed on August 15, 2012. The interview was conducted at [REDACTED] residence located at 786 North Alexis Loop in Green Valley, Arizona. The interview began at approximately 1008 hours and it concluded at approximately 1033 hours. Also present during the interview was [REDACTED] attorney, Mr. Michael Drake. A complete audio version of this interview will be included with this report.

[REDACTED] is an active member of the Valle-Verde Rotary Club located in Green Valley, Arizona. In February 2012, the Rotary Club held a fund raising event and as a part of that event, the Green Valley Fire District gave a certificate for a dinner and tour of a fire station as an item for the fund raising event. A friend of [REDACTED] purchased the certificate and they asked [REDACTED] to join them for the dinner and tour.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/16/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

On August 15, 2012, at approximately 1700 hours [REDACTED] at the Green Valley Fire District, Station 151. They were introduced to the Green Valley Fire District crew that was on duty that day. Soon after arriving there, they were provided with a tour of Station 151 which lasted for approximately one hour.

According to [REDACTED] at some point, "they" (the on duty Green Valley Fire District personnel) offered them the opportunity to ride in the aerial platform portion of the ladder truck. Due to the time of day and a rain storm which was developing, the ride would be conducted "right away" and their dinner would be served after the ride. [REDACTED] agreed to this as their dinner was being prepared. According to [REDACTED] prior to them mounting the truck, they could not recall being offered a civilian observer form.

Prior to mounting the fire truck, the Green Valley Fire District personnel provided safety equipment, a safety belt with a nylon rope attached to it and a safety helmet to [REDACTED] and [REDACTED]. [REDACTED] stated he knew pictures were taken of them dressed in the safety equipment.

[REDACTED] along with Green Valley Fire District Captain Jeff Mooney, mounted the truck by steps located near the rear of the driver's side of the truck. Soon thereafter, [REDACTED] and Captain Mooney entered the "bucket" (platform) portion of the ladder. Once they were standing on the platform, all five of the individuals were tethered to points of the platform. According to [REDACTED] as the ladder and platform were raised at a slow speed.

During the interview, [REDACTED] drew a sketch of the position and location each individual was standing on the platform (the sketch will be included with this report). According to [REDACTED] sketch, [REDACTED] was standing to what would be considered the rear of the platform, on the driver's side of the truck, with [REDACTED] standing slightly to his left and in front of him. [REDACTED] was standing to the rear of the platform, on the passenger side of the truck, with [REDACTED] standing in front of him. Captain Mooney was standing between the two couples toward the front of the platform.

[REDACTED] estimated the ladder was extended to approximately one hundred feet. According to [REDACTED] he thought they were "up there" for five to eight minutes. [REDACTED] stated they could see a cloud buildup and it began to lightening.

[REDACTED] recalled Captain Mooney had asked if they were ready to "go down now." Captain Mooney was told that they were ready to conclude the ride. As she was "looking around," [REDACTED] began watching the ladder as it was retracting. As the ladder was being retracted, [REDACTED] recalled hearing a loud noise (similar to a gun shot) and watching the ladder "telescoping" very rapidly. She felt an impact and the impact caused her to fall to the floor of the bucket.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/16/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

The "next thing" [REDACTED] recalled, he "came too" and he was "at the bottom of the bucket" (platform) and there was a failure. [REDACTED] could not recall hearing any noise or the platform retracting; he could only recall there had been an accident. After the failure occurred, [REDACTED] recalled his shoulder hit and displaced the wall of the platform. He was lying on the floor, his left foot was facing the opposite direction, his right leg was cut, bleeding and positioned near his face.

[REDACTED] could not recall exactly what occurred to her after the platform came to an abrupt stop. However, she recalled that she was on the floor of the platform, near the corner where she had been standing after it came to a stop.

[REDACTED] could also see that [REDACTED] had been partially ejected from the platform and was "hanging up side down." [REDACTED] indicated [REDACTED] and [REDACTED] were sitting on the floor of the platform.

According to [REDACTED] "they" were told Green Valley Fire District Engineer Manuel Valencia was operating the aerial platform controls from "below." He was "pretty sure" and he was "almost positive" Captain Mooney was not operating the aerial platform controls from the platform. [REDACTED] could not recall who was operating the aerial platform controls. Neither, [REDACTED] saw Captain Mooney operating the controls of the aerial platform.

[REDACTED] sustained a compound fracture of the tibia and fibula bones in his left leg; his left foot was turned in the opposite direction. His right leg sustained lacerations which required sutures and an injury to the right shoulder rotator cuff which will require future surgery. [REDACTED] questioned if the reason why he could not recall the incident was because he had been knocked unconscious during the accident. [REDACTED] was transported to the University of Arizona Medical Center hospital located at 1501 North Campbell Avenue in Tucson, Arizona via a helicopter.

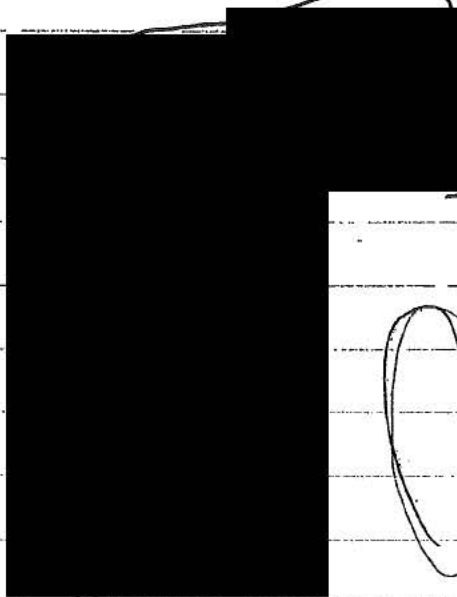
[REDACTED] received contusions and "severe" bruising to the right side of her body, several lacerations, an injury to her right knee, hematoma on her right hip, a broken humerus bone just above her right elbow which required surgical repair. She sustained contusions to her right ribs and broken toes on her right foot. She also sustained contusions and lacerations to her left leg. [REDACTED] indicated that she did not lose conscious during the incident. [REDACTED] stated the safety helmets "flew" off of their heads when the aerial platform stopped. [REDACTED] was transported to the University of Arizona Medical Center by ground ambulance (Southwest Ambulance) for treatment of her injuries.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/16/2012	Sergeant J. Lane, #3759



71108116





Green Valley Fire District

1285 W CAMINO ENCANTO GREEN VALLEY, AZ 85622

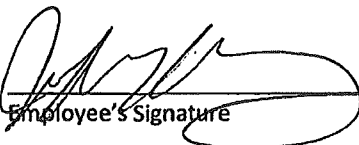
PHONE: (520) 625-9400 / FAX: (520) 625-7122

STATEMENT OF RIGHTS

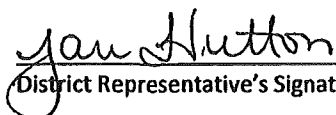
Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case.
2. I have the right to be informed of the any and all allegations involved.
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable.
4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings.
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings.
6. I may request a person of my choice to be present to serve as a Support Observer during interviews.
7. As a District employee, I am required to answer questions related to this incident.
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination.

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.


Employee's Signature

9/17/12
Date


District Representative's Signature

9/17/12
Date


Investigator's Signature

9/17/12 1009
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Person Interviewed: Jeffrey Mooney
Age: 39
Occupation: Firefighter/Captain
Employer: Green Valley Fire District
Business Address: 1285 West Camino Encanto
Green Valley, Arizona 85622
Business Telephone: (520) 625-9400

SYNOPSIS:

On September 17, 2012 Green Valley, Arizona Fire District Captain Jeffrey Mooney was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Monday, September 17, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of Green Valley, Arizona Fire District Captain Jeffrey David Mooney. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at the Green Valley Fire District Station 151 located at 250 North La Canada Drive in Green Valley. The interview began at approximately 1010 hours and it concluded at approximately 1112. A complete audio version of this interview will be included with this report.

Prior to the interview, Captain Mooney was provided with a Green Valley Fire District "Garrity" Statement of Rights form. Captain Mooney was asked to read and sign the statement of rights form. Captain Mooney requested a support observer be present during the interview and after his request, he was provided with a Green Valley Fire District Support Observer Agreement form. Captain Mooney was asked to read and sign the support agreement form and he agreed to allow Green Valley Fire District Human Recourse Representative Jan Hutton act as his support observer during the interview.

Captain Mooney was asked if he had any questions regarding the statement of rights and/or the support observer agreement. Captain Mooney stated he understood both forms and he did not have any questions regarding either form.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/24/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Captain Mooney has been employed by the Green Valley Fire District since July 2001 and he has a badge number of 153. Prior to being employed by the Green Valley Fire District, Captain Mooney was employed by the Rural Metro Corporation as a firefighter. He has worked in the Green Valley area since 1998.

On August 12, 2012, Captain Mooney was the station captain for Green Valley Fire District Station 151 located at 250 North La Canada Drive in Green Valley. He advised, as the station captain, he was in charge of the "day to day" operation of the station. After the failure of the ladder, Captain Mooney was assigned as the Operational Captain, a support role.

On August 15, 2012, at approximately 0800 hours, he arrived at Station 151. After arriving there he received a briefing as to the day before activities from the crew being relieved. Soon thereafter, his crew, which consisted of Engineer Manuel Valencia and Firefighter Joseph O'Brien, began to perform "truck checks" (inspections of the various fire trucks).

Captain Mooney could not recall, but thought they had responded to a "couple calls" and he attended to some administrative duties.

After returning from a medical call, around lunch time, Engineer Valencia and Firefighter O'Brien began the detailed weekly inspection of the ladder truck. While the ladder truck was being conducted, Captain Mooney completed the report for the medical call they had just returned from.

Captain Mooney stated after he completed his report, he noticed Engineer Valencia and Firefighter O'Brien were completing the detailed check of the ladder truck. According to Captain Mooney, he questioned Engineer Valencia if he had found any issues with the ladder truck. As he was talking to Engineer Valencia, Captain Mooney noticed the ladder was extended and elevated with Firefighter O'Brien in the "bucket" (platform).

During the interview, Captain Mooney stated in the past, he had assisted Engineer Valencia with the inspection of the ladder truck. During these inspections, Captain Mooney saw Engineer Valencia visually inspect the cables of the ladder and Engineer Valencia would check the tension of the cables by reaching up and pulling down on the cables. He would also see Engineer Valencia extend and retract the ladder, raise the ladder, rotate it three hundred and sixty degrees and lower the ladder for the visual inspections. Captain Mooney stated he never observed Engineer Valencia lubricate the grease fittings of the pulleys.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/24/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Later in the day, Green Valley Fire District Operations Chief Charles Wunder stopped by Station 151. According to Captain Mooney, there was going to be a preplanned dinner at the station with "some friends" of Chief Wunder from the Rotary Club. Chief Wunder was there to cook dinner and Captain Mooney and his crew were assisting Chief Wunder prepare for the dinner. Captain Mooney stated this was not the first time they had hosted a dinner at the fire station. The guests for the dinner on August 15, 2012 were identified as being [REDACTED] and [REDACTED].

Once [REDACTED] and [REDACTED] arrived, they were provided with a tour of the station and the various apparatus assigned at to Station 151. Captain Mooney noticed a possible thunderstorm developing over the Santa Rita Mountains east of Station 151. Captain Mooney and Chief Wunder decided to give [REDACTED] and [REDACTED] a ride on the ladder platform prior to dinner because of the possible thunderstorm.

Captain Mooney stated [REDACTED] and [REDACTED] were provided with safety belts and firefighter helmets. They ensured all the safety equipment fit each person properly before mounting the ladder truck.

Soon thereafter, [REDACTED] and [REDACTED] and [REDACTED] and [REDACTED] were assisted into the platform portion of the ladder truck and Captain Mooney entered the platform last. He ensured "all the doors" of the platform were closed and everyone was secured by being tethered to the "bucket."

Captain Mooney was aware, affixed on the platform, is a placard which reflected the gross weight limit for the platform being one thousand pounds of additional weight. However, the weight limit was five hundred pounds when water was flowing. Prior to entering the platform, Captain Mooney estimated the weight of all five individuals as being between nine hundred and nine hundred and seventy-five pounds.

During this investigation, it was revealed [REDACTED] was standing to what would be considered the rear of the platform, on the driver's side of the truck, with [REDACTED] standing slightly to his left and in front of him. [REDACTED] was standing to the rear of the platform, on the passenger side of the truck, with [REDACTED] standing in front of him. Captain Mooney was standing between the two couples toward the front of the platform.

Engineer Valencia was stationed at the pedestal of the ladder and was controlling the movement of the ladder. Captain Mooney advised Engineer Valencia everyone was secured and ready to be lifted up. Soon thereafter, Engineer Valencia began extending and raising the ladder. Captain Mooney could not recall if Engineer Valencia raised and extended the ladder at the same. Captain Mooney explained he was talking to [REDACTED] and he was not paying attention to Engineer Valencia's activities.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/24/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Captain Mooney stated all of a sudden the platform came to a "hard stop." He described the stop as being harder than what he had ever felt the platform stop before. Captain Mooney assumed the ladder was at full extension; however, he thought he had never felt the ladder stop like that when the ladder is at full extension. According to Captain Mooney, a "couple people" commented about the stop being "harsh" and he explained the ladder must have been at full extension. During further questioning, Captain Mooney stated he did not hear any noise when the ladder came to the abrupt stop.

Captain Mooney could not recall the exact elapsed time, but felt the platform did not move for approximately thirty seconds or one minute. Captain Mooney questioned Engineer Valencia if he (Valencia) wanted him (Mooney) to take over the controls of the platform. Engineer Valencia told Captain Mooney to "hold on." Captain Mooney stated he explained to [REDACTED] and [REDACTED] and [REDACTED] he could also control the platform and "showed" them the control panel. During further questioning, Captain Mooney stated Engineer Valencia was the only person operating the controls of the platform.

Soon thereafter, Engineer Valencia told Captain Mooney he was going to "bring them" back down. According to Captain Mooney, within approximately five seconds, the ladder began to retract. For approximately the first six to eight inches of the ladder retraction, it felt like a "normal" retraction. The ladder then "picked up" speed and it "was a free fall" from that point. Captain Mooney stated it all occurred so quickly and there was no time to think about what was occurring.

During this investigation it was revealed, when the platform stopped, Captain Mooney was thrown backward into [REDACTED] fell to the floor of the platform. [REDACTED] was thrown upward and then fell onto the floor of the platform. [REDACTED] was pushed into the door of the platform which knocked the door from its hinges and he was partially ejected from the platform.

When the platform came to a stop, Captain Mooney's helmet was "knocked off." He stood up and noticed the door to the platform was missing and he could see Chief Wunder standing on the ground. He overheard Chief Wunder yelling and telling him to pull [REDACTED] back into the platform. Soon thereafter, Captain Mooney noticed [REDACTED] had been partially ejected from the platform. Captain Mooney moved to the area of where Mr. Brown was located and attempted to pull [REDACTED] back into the platform. According to Captain Mooney, he was only able to lift [REDACTED] to a certain point.

After observing what had occurred and that [REDACTED] had been partially ejected, Engineer Valencia climbed the ladder to assist Captain Mooney in lifting Mr. [REDACTED] back into the platform. Once [REDACTED] was back in the platform, [REDACTED] stated he felt he was not seriously injured and he was able to stand. Soon thereafter, Captain Mooney began to triage the injured victims.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/24/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Chief Wunder contacted Captain Mooney via the radio and assigned him to assist with the extrication of the injured victims. During their conversation, Captain Mooney provided Chief Wunder with a "triage report" and explained he was unsure of what equipment would be needed to extricate the injured victims from the platform; however, he did request at least one ladder truck respond to the scene to assist with the extrication.

As additional Green Valley Fire District personnel arrived on scene, Captain Mooney continually provided them with updated information. He was aware Green Valley Fire District Station 154 Captain Melissa Smith was assigned as the medical coordinator for the incident. After Captain Smith arrived on scene, Captain Mooney provided her with information as to what medical supplies would be needed to care for the injured victims.

After he arrived on scene with Engine 154, Green Valley Fire District Engineer T. John Smith (certified technical rescuer) was dawns with the proper safety equipment. Soon thereafter, Engineer Smith climbed the ladder and assisted Captain Mooney with treating the injured victims. Additionally, Captain Mooney and Engineer Smith developed a "game plan" on how they would proceed with the care and extrication of the injured victims.

After the Pascua Yaqui Fire Department ladder truck arrived on scene, the Pascua Yaqui Fire Department ladder truck was staged to the south of the Green Valley Fire District ladder truck. Soon thereafter, the ladder of Pascua Yaqui Fire Department ladder truck was raised to assist with the extrication. According to Captain Mooney, a Green Valley Fire District firefighter (identified through this investigation to be Firefighter Salvadore Taormina) and a firefighter from the Pascua Yaqui Fire Department assisted with the extrication.

Because of the platform of the Green Valley Fire District ladder truck was very confining, Captain Mooney and Engineer Smith decided to remove the injured victims that could stand first. According to Captain Mooney, [REDACTED] was the first injured victim to be removed. Prior to [REDACTED] being removed from the platform, Captain Mooney questioned if two of the victims could be removed at the same time. Captain Mooney was told because fire fighting equipment was stored in the Pascua Yaqui Fire Department ladder truck platform there was a concern for the amount weight that would be placed on the platform.

[REDACTED] was removed from the Green Valley Fire District platform and lowered to the ground. Soon thereafter, the unneeded equipment was removed from the Pascua Yaqui Fire Department ladder truck platform.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/24/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

The second and third victims that were extricated from the Green Valley Fire District platform were [REDACTED] and [REDACTED]. Soon thereafter, [REDACTED] was extricated from the platform. Captain Mooney and Engineer Smith were the last to be removed from the Green Valley Fire District platform.

Soon after Captain Mooney was removed from the platform, he was transported to the University of Arizona Medical Center located at 1501 North Campbell Avenue in Tucson, Arizona. He was treated for back and "tail bone" pain along with a burse to his shoulder. Captain Mooney was released from the hospital after the treatment for his injuries.

According to Captain Mooney, since the time the Green Valley Fire District purchased the ladder truck, between two or four times a year, civilians have ridden on the platform portion of the truck. This usually occurs on special occasions. For example, the truck was on "stand-by" at the pecan festival and Captain Mooney observed civilians being lifted and then lowered. Captain Mooney was aware civilian observers were required to complete a civilian observer form prior to riding on a fire truck; however, he did not have [REDACTED] and [REDACTED] or [REDACTED] and [REDACTED] complete a civilian observer form prior to their ride on the ladder. Additionally, Captain Mooney was aware during the pecan festival the civilian observers did not complete a civilian observer form prior to the ride on the ladder truck.

Detective Johnson explained while conducting the investigation, he has reviewed documents that the Green Valley Fire District identified as being a truck check list. During the review of the documents, there appeared to be a lack of documentation reflecting the truck having been properly inspected. Detective Johnson further explained the documents reflected, on at least one hundred and nine different days, there was either no inspection done or an inspection was not completed. Captain Mooney was unaware if the one engineer would pass on to another engineer if an inspection of the truck was completed or not. However, if he was an engineer and noticed the inspection had not been completed, he would have completed the inspection.

Captain Mooney explained as a part of his duties he did review the truck check lists. Additionally, Captain Mooney stated he instructed the engineers assigned to him, if an issue with the ladder truck was discovered during their inspection, they were to advise him of the issue right away. The truck would be placed out of service and the proper repairs would be made. If no issue was found with the truck, the check list would be placed in a "three ring" binder and the check list was kept with the truck.

Captain Mooney stated the engineer is responsible for ensuring the various apparatus' are inspected and the station captain is responsible for ensuring the engineer performs the duties of an engineer.

Detective Johnson further explained there appeared to be an issue as far as the maintenance of the ladder truck. During questioning, Captain Mooney stated he has never seen "anyone" grease the fittings on the pulleys.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/24/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Additionally, Detective Johnson explained the day after the failure, a mechanic assisted in removing the pulleys and bearings. In inspecting those parts, the mechanic felt they appeared to have been directly related to the cause of the failure. After the pulleys were removed, the mechanic stated he felt the failure was due to the lack of lubrication and the cables of the ladder were adjusted to tight. Captain Mooney stated he never witnessed any of the Green Valley Fire District engineer adjust the cables. Additionally, Captain Mooney was unaware of any Green Valley Fire District policy which identified if the cable adjustments were the responsibility of an engineer or a mechanic. Captain Mooney further stated he did not see the cable adjustment being an engineer's responsibility, since the Green Valley Fire District utilized a "third party" testing facility for the ladder truck.

Captain Mooney stated the ladder truck was the newest truck in the Green Valley Fire District fleet and it was a "new venture" for them. He was unaware if the Green Valley Fire District had sent anyone out to be trained in the proper maintenance of the ladder truck.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/24/2012	Sergeant J. Lane, #3759

Green Valley Fire District

1285 W. Camino Encanto, Green Valley, AZ 85622
Phone (520) 625-9400 • FAX (520) 625-7122



Ladder 151 incident

August 15, 2012

250 N. La Canada Dr. Green Valley, AZ. 85614 (Station 151)

Captain Jeffrey Mooney, Green Valley Fire District

Green Valley Fire District was holding an award dinner at Station 151 for raffle winners who had won a "dinner with the firefighters." 4 individuals (2 couples) arrived at approximately 1700 at the station. They were given a station and apparatus tour by Firefighter O'Brien, Engineer Valencia and I, while Chief Wunder was preparing the meal. Prior to sitting down to dinner and before the weather got worse (cloudy with possible storms southeast of our location), it was decided to give the guests a ride in the bucket of the ladder truck.

Everyone in the immediate area was issued helmets, and the individuals riding in the bucket were also issued ladder belts. Firefighter O'Brien and I assisted all 4 guests into the bucket of the ladder truck in its bedded position, with Engineer Valencia located at the pedestal. Once all 4 guests and myself had entered the bucket, I assured that all the bucket doors were secured and all the guests as well as myself were appropriately wearing the appropriate PPE (helmets and ladder belts) attached via carabineer and accessory cord to dedicated attachment points inside the bucket. I was facing away from the truck at the bucket control panel with [REDACTED] on my left, [REDACTED] on my right. [REDACTED] and [REDACTED] were behind the three of us.

Engineer Valencia was informed that we were ready in the bucket, and we were raised up into the air under the control of Engineer Valencia at the pedestal. I was speaking to the guests as we were raised to what felt to be approximately 45-50 degrees. I am unsure if we were raised and extended simultaneously, but at some point we were extended outward from the rear of the truck. I am unsure of the

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exact distance in the air we were when we came to an abrupt, hard stop. I informed the guests that we must be fully extended and continued to speak with them about the surrounding area. We stayed motionless for what felt to be a minute or so. I contacted Engineer Valencia via intercom and asked if he wanted me to take over the controls. He informed me that he was going to bring us back down, and I responded "okay." Within seconds, approximately the first 6-12" felt like a normal retraction, then the bucket began to pick up speed very fast.

I was unsure what was happening initially. Once the fall stopped, four of us in the bucket were on the floor of the bucket. There was blood visible on the floor of the bucket. I was able to stand up and look to see where everyone was. At this point, I felt pain and tightness in my right posterior thoracic region along with tightness in my right shoulder. I heard Chief Wunder yelling something, and that's when I noticed the fifth person, [REDACTED] was hanging up-side down with only his lower legs and feet inside the bucket. He was hanging outside the bucket, still in his ladder belt with the accessory cord pulled tight, and no helmet on. The location he was at in that moment is where the access door used to be that accesses the bucket when the ladder is bedded. With caution, I made my way over to him and leaned over and grabbed his hand and attempted to pull him up. Seconds later, Engineer Valencia had made it up the ladder to just below the bucket and assisted me in getting [REDACTED] into the bucket, where he was able to stand under his own power and was not initially complaining of anything.

I began to triage everyone in the bucket. The following are the initial obvious injuries, location of patients initially after the fall, and initial triage order:

[REDACTED] - immediate - found resting on his bent right leg and right hip leaning into the ladder access door, which was damaged and pushed outward (toward the ladder). Obvious injuries were an open fracture to his left lower leg, bent at the knee with lower part of leg behind him, with deformity and bleeding present. He also complained of right leg pain in and around the right knee region with obvious wounds to the right knee. He also was very concerned about his back due to a history of back issues and surgeries.

[REDACTED] - delayed - found sitting on the floor of the bucket from where she was standing with her left leg folded in front of her in a normal sitting position with an obvious open fracture to her left medial ankle region with bleeding present. Her right leg was bent up in a normal position and initially had no complaints of that leg. Later it was determined that she may also have a fracture to her right ankle region as well.

██████████ – minor – found sitting on the floor of the bucket next to ██████████
██████████ complain of right elbow and arm pain. Later she was able to stand with
assistance and able to ambulate with assistance into the rescue ladder bucket.

██████████ – minor – remained standing and had no chief complaints, but due to
MOI was still triaged and monitored.

There was very little room to work, or even move about the bucket due to the
amount of people injured and where they were located in the bucket. I instructed
Engineer Valencia and Firefighter O'Brien to get EMS supplies for the injuries
and began to figure out how to get the patients down. In talking with Engineer
Valencia, it was decided due to the shock impact of the ladder, it would be best not
to move the ladder from this position. Chief Wunder came over the radio with me
and assigned me to extrication division and asked for a 'conditions, actions, needs'
report. I informed him that we'll need a helicopter for one patient, 1-2 ladder
trucks for rescue and informed him of the injuries initially obvious and found. I
continued to monitor and assess the patients in the bucket.

EP153 and EP154 arrived on scene and Engineer Smith donned a rescue harness
and climbed the ladder to assist with the rescue and patient care. Soon after his
arrival at the bucket, the EMS supplies arrived at the bucket and it was
communicated that no one else was to be on the ladder or bucket due to the weight
limit. While waiting on the rescue ladder truck, Engineer Smith and I formulated
a plan on extrication and began to treat injuries. We requested the Vetter Belt for
lifting assistance. We assisted ██████████ up to her feet and I changed places
with her to assist ██████████ from his current position to a more comfortable
position. We moved ██████████ to the spot where ██████████ was via lift,
where he was able to rest his back up against the inside of the bucket side panel,
straighten his right and left legs (manual support to obvious open fracture to left
lower leg was given during move). I continued with manual support to ██████████
injured leg, while Engineer Smith prepared splinting material for his
leg. In addition, we utilized an Ace bandage to support and secure ██████████
right arm to her body in an attempt to stabilize any injury ██████████
left lower leg was splinted utilizing a cardboard splint, padded around
the wound to patient's comfort level and rolled gauze.

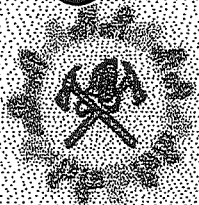
At this point, the Pascua Fire ladder truck got into position for transfer of the
patients. It was decided to remove ██████████ first so that we
would have room to continue to work on the other patients. The first patient was
██████████ She was the only patient to go on the first trip due to additional
weight in the bucket from hose rolls, which were removed after the first trip. ██████████
██████████ were next to go. ██████████ was able to ambulate with

Leading the way with foresight, courage, and character since 1975

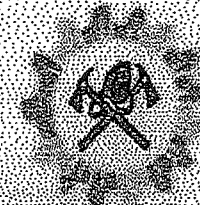
assistance into the rescue bucket without incident. The Vetter Belt was utilized for [REDACTED] to assist her up and keep her weight off of her lower extremities. She was transferred to the rescue ladder truck and sat on Firefighter's Taormina's knee for the ride to the ground.

Another Vetter Belt was utilized for [REDACTED] who was assisted up and then assisted into the rescue bucket for his ride down to the ground. The rescue bucket came back up for the final trip where Engineer Smith and I rode in it down to the ground. As soon as I got to the ground, command met with me and a gurney was prepared for me by PM854 who transported me to UMC. I informed them that I had pain in my buttock area near my tail bone, pain in my right posterior thoracic region, right shoulder stiffness and a 2" laceration to my left elbow region.

Captain Mooney



PIMA INTERAGENCY TRAINING COMMITTEE



Recognizes that

Jeff Mooney

has successfully completed the prescribed course of instruction in

Pump Operator
(64 HOUR)

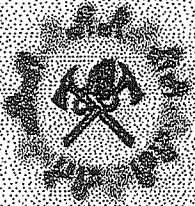
In compliance with NFPA 1002, Chapter 3, 1998 Edition

and is therefore awarded this

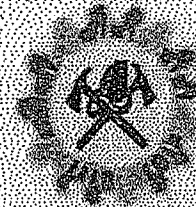
CERTIFICATE OF COMPLETION

this 29th day of October, 2003


PITA Training Instructor



PIMA INTERAGENCY TRAINING COMMITTEE



Recognizes that

Jeff Mooney

has successfully completed the prescribed course of instruction in

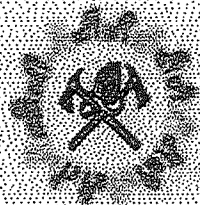
Aerial Operator Course
(48 HOUR)

In compliance with NFPA 1002, Chapter 4, 1998 Edition
and is therefore awarded this

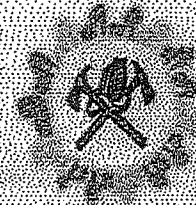
CERTIFICATE OF COMPLETION

this 19th day of December, 2003

Captain Kyle Williams
PITC Training Instructor



PIMA INTERAGENCY TRAINING COMMITTEE



Recognizes that

Jeff Mooney

has successfully completed the prescribed course of instruction in

**SUPPORT VEHICLE OPERATOR
(32HR)**

In compliance with NFPA 1002, Chapters 2, 6, 8, 1998 edition

and is therefore awarded this

CERTIFICATE OF COMPLETION

this 29th day of August, 2003

Captain Kyle Williams

PITC Training Instructor

Arizona State Fire Training
Office of The State Fire Marshal

This will acknowledge that
JEFF MOONEY

has completed the prescribed Course of Instruction in
LADDER TRUCK COMPANY FUNCTIONS & OPERATIONS

and is therefore awarded this
Certificate of Completion

Phoenix, Arizona, this 14 day of Sep, 19 97

Bob Costello
Director of Fire Training

Quane Bell
State Fire Marshal



Green Valley Fire District

1285 W Camino Encanto Green Valley, AZ 85622

Phone: (520) 625-9400 / Fax: (520) 625-7122

STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case.

MV

2. I have the right to be informed of the any and all allegations involved.

MV

3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable.

MV

4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings.

MV

5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings.

MV

6. I may request a person of my choice to be present to serve as a Support Observer during interviews.

MV

7. As a District employee, I am required to answer questions related to this incident.

MV

8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination.

MV

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

Employee's Signature

Date

9-18-12

District Representative's Signature

Date

Investigator's Signature

Date

#2475

9-18-12 1433



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Person Interviewed: Manuel Valencia
Age: 40
Occupation: Firefighter/Engineer
Employer: Green Valley Fire District
Business Address: 1285 West Camino Encanto
Green Valley, Arizona 85622
Business Telephone: (520) 625-9400

SYNOPSIS:

On September 18, 2012, Green Valley, Arizona Fire District Firefighter/Engineer Manuel Valencia was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Tuesday, September 18, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of Green Valley, Arizona Fire District Firefighter/Engineer Manuel Valencia. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at the Green Valley Fire District Station 151 located at 250 North La Canada Drive in Green Valley. The interview began at approximately 1438 hours and it concluded at approximately 1545 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Engineer Valencia was provided with a Green Valley Fire District "Garrity" Statement of Rights form. Engineer Valencia was asked to read and sign the statement of rights form. Engineer Valencia requested a support observer be present during the interview and after his request, he was provided with a Green Valley Fire District Support Observer Agreement form. Engineer Valencia was asked to read and sign the support agreement form and agreed to allow Green Valley Fire District Human Recourse Representative Jan Hutton act as his support observer during the interview.

Engineer Valencia was asked if he had any questions regarding the statement of rights and/or the support observer agreement. Engineer Valencia stated he understood both forms and he did not have any questions regarding either form.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Engineer Valencia has been employed by the Green Valley Fire District for approximately six and one half years and his badge number is 160. In September of 2011, he was promoted to the rank of engineer. Engineer Valencia became a certified paramedic in 2010. Engineer Valencia is assigned to Green Valley Fire District Station 151 located at 250 North La Canada in Green Valley; however, he is considered to be a "floating" engineer. As a floating engineer, he could be temporally assigned to another Green Valley Fire District station.

Engineer Valencia described his job duties as being in charge of a fire apparatus and ensuring the apparatus is properly equipped. Additionally, he is responsible for the safe delivery of the crew to and from calls.

In 2004, Engineer Valencia attended a basic fire academy sponsored by the Drexel Heights Fire District. After completing the basic fire academy, Engineer Valencia worked as a reserve firefighter for approximately two months. Additionally, he worked with the Tubac Fire Department as a reserve firefighter before being employed by the Green Valley Fire District.

Engineer Valencia was unable to recall exactly when he attended a driver/operator course of instruction, but felt it was either in 2008 or 2009. Soon after completing the driver/operator course of instruction, Engineer Valencia attended and completed an aerial operator course of instruction presented by the Texas A&M University and sponsored by the Green Valley Fire District.

On August 15, 2012, Engineer Valencia was on duty and assigned to Station 151. Also on duty at Station 151 with him were Green Valley Fire District Captain Jeffrey Mooney and Firefighter Joseph O'Brien. According to Engineer Valencia, they were told on August 13, 2012, they would be having guests on August 15. Engineer Valencia understood Green Valley Fire District Operations Chief Charles Wunder would be preparing a dinner for the guests and the crew would assist with the dinner and the crew would provide a tour of the station. The guests were later identified as being [REDACTED] and [REDACTED].

Engineer Valencia stated Chief Wunder arrived at approximately 1500 hours, and told him it was his (Wunder's) intention to give [REDACTED] a ride in the ladder truck and to save time, asked Engineer Valencia to "pre stage" the truck. Engineer Valencia stated he set the out riggers and readied the truck. When "they" were ready to go, all he had to do would be to start the truck and raise the ladder. Engineer Valencia stated, as requested, he "staged" the ladder truck in the east parking lot prior to the arrival of [REDACTED].

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

According to Engineer Valencia, at approximately 1700 hours, one couple arrived and shortly thereafter, the other couple arrived. After some general conversation the tour of the station began. As a part of the tour, [REDACTED] were led to the vehicle bay and were shown the various apparatus (trucks).

After the tour was completed, Chief Wunder asked [REDACTED] if they wanted "to take a ride" in the ladder truck which they agreed to. [REDACTED] and [REDACTED] were led to the "back pad" and they were told about various aspects of the truck and how the truck was utilized.

Engineer Valencia stated he was aware civilians were required to sign a civilian observer form prior to riding on a Green Valley Fire District truck. He was also aware neither [REDACTED] and [REDACTED] were offered a civilian observer form.

Soon thereafter [REDACTED] were provided with safety equipment (a helmet and safety belts). Captain Mooney, Engineer Valencia and Firefighter O'Brien ensured the safety equipment fit each of them properly. Captain Mooney and Firefighter O'Brien then assisted [REDACTED] and [REDACTED] into the platform portion of the ladder.

Engineer Valencia was aware the platform portion of the ladder had a weight limitation. If water was flowing the weight limit is five hundred pounds. If the ladder is extended without water flowing, the weight limit is one thousand pounds. According to Engineer Valencia, he did not and he did not see anyone else weigh the five individuals (Captain Mooney, [REDACTED] and [REDACTED] [REDACTED] who were going to be in the platform. During further questioning, Engineer Valencia stated he estimated the weight of all five individuals as being approximately eight hundred pounds.

As [REDACTED] were being assisted into the platform, Engineer Valencia started the truck and verified the ladder system was working properly. Engineer Valencia explained once the truck is set properly, there are green lights that will illuminate on the control panel. These lights indicate the ladder is "good to go." Engineer Valencia then positioned himself at the operator pedestal and waited for the signal for the ladder to be extended.

Engineer Valencia raised the ladder to an angle between forty and fifty degrees. He stopped at this angle and then began to slowly extend the ladder. At a height of between sixty and eight feet, Engineer Valencia heard a "loud pop" and two cables were observed flying out from under the "last fly" of the ladder. Engineer Valencia stated prior to the loud pop he did not hear any unusual noise. He described the loud pop as similar to a small handgun being fired.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

After he heard the noise and saw the cables, Engineer Valencia moved away from the controls of the ladder. According to Engineer Valencia, he looked toward Chief Wunder and he felt both of them were "stunned" by what had just occurred. Engineer Valencia stated he and Chief Wunder discussed what their options were and they decided to try and lower the ladder.

Soon thereafter, Engineer Valencia noticed the portions of the ladder were slowly starting to retract back into each other. As the ladder was retracting it gained speed and suddenly, the ladder and platform came to an abrupt stop with two section of the ladder extended. Engineer Valencia indicated all he could recall was the door of the platform had been knocked off and [REDACTED] "dangling" from the platform.

After seeing this, Engineer Valencia ran up the ladder and he saw Captain Mooney was "holding" onto [REDACTED]. After positioning himself, Engineer Valencia assisted Captain Mooney with lifting [REDACTED] back into the platform. Engineer Valencia questioned Captain Mooney if he had been injured and Captain Mooney told him he had pain in his ribs.

During the interview, Engineer Valencia was questioned about the positioning of the injured victims. He stated when he arrived at the platform, [REDACTED] was lying on the floor of the platform and [REDACTED] was sitting on top of him. [REDACTED] was also on the floor of the floor of the platform. Engineer Valencia indicated he did not see anyone pinned in the platform. However, if Detective Johnson was told someone was pinned in the platform, he had no reason to dispute this information. During further questioning, Engineer Valencia stated the platform has a self leveling system and if the ladder had been lowered with someone pinned in the platform it would have caused additional injuries to that person.

According to Engineer Valencia, he and Captain Mooney discussed the possibility of performing a technical rescue of the injured. They also discussed the possibility of utilizing another ladder truck to assist with the rescue of the injured. Engineer Valencia stated Firefighter O'Brien followed him up the ladder and brought safety belts with him. Engineer Valencia stated they put the safety belts on and secured themselves to the ladder.

Engineer Valencia was unsure about the stability of the ladder truck and was unsure if a lowering system could be utilized to lower the injured victims to the ground. According to Engineer Valencia, Chief Wunder made the decision to have another ladder truck respond to the scene to assist with the rescue.

Soon thereafter, Engineer Valencia and Firefighter O'Brien descended the ladder and assisting personnel from the Green Valley Fire District began to arrive. Engineer Valencia stated once he was on the ground, he obtained medical supplies to take back up to the platform.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Before he could climb back up the ladder, Engineer Valencia noticed Green Valley Fire District Engineer/Technical Rescue Technician T. John Smith had arrived and was preparing to climb the ladder to assist with the injured victims. Engineer Valencia stated he followed Engineer Smith up the ladder with the medical supplies. According to Engineer Valencia, once Engineer Smith arrived at the ladder, he climbed into the platform. Soon thereafter, Engineer Valencia descended the ladder.

At some point, water was requested to be brought up to the platform and Engineer Valencia returned to the platform with water for the victims. After he returned from the platform, he was instructed by Green Valley Fire District Engineer John O'Campo, performing the function of safety officer, not to climb the ladder again because they were unsure of the stability of the ladder and felt there were "enough" people at the platform.

Approximately twenty five minutes later, the Pascua Yaqui Fire Department ladder truck arrived at Station 151.

After the last victim left Station 151, Engineer Valencia attended a stress debriefing. After the debriefing was completed, Engineer Valencia was allowed to contact his family to let them know he was not injured during the incident. Engineer Valencia also responded to the University of Arizona Medical Center located at 1509 North Campbell Avenue in Tucson, Arizona to "check" on Captain Mooney. Additionally, while he was there he was asked to submit to a drug screen test.

During Chief Wunder's interview, he stated the combined weight of all five individuals totaled nine hundred and three pounds. During the interview, Engineer Valencia believed Chief Wunder obtained this weight after Captain Mooney, [REDACTED] arrived at the University of Arizona Medical Center. During further questioning, Engineer Valencia stated "potentially," the extra weight of the safety equipment each individual wore could have exceeded one hundred pounds. However, Engineer Valencia did not believe the combined weight of the five individual exceeded the one thousand pound weight limit.

Detective Johnson explained, as a part of the investigation into the failure of the ladder truck, he (Johnson) needed to obtain information about his (Valencia's) knowledge and the training he received regarding the ladder truck. Engineer Valencia stated he did not attend the familiarization training provided by the Sutphen Corporation when the truck was delivered to the Green Valley Fire District.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

According to Engineer Valencia, he was not provided training on how to check the tension on the cable system of the ladder truck. Engineer Valencia also stated he was not provided training on how to lubricate the pulleys. However, he indicated that he had overheard other engineers talk about lubricating the pulleys, but no one specifically showed him how to lubricate the pulleys. During further questioning, Engineer Valencia stated he had overheard the pulleys were to be lubricated after "so many hours" of actual ladder use. When questioned, Engineer Valencia thought the pulleys were to be lubricated every ten hours of ladder usage. Engineer Valencia was unaware of exactly what needed to be lubricated every ten hours. However, during the interview, he mentioned the zerk fittings needed to be lubricated every ten hours. He also overheard the rails of the ladder were to be lubricated as well.

Engineer Valencia agreed the Green Valley Fire District had a procedure where at least a portion of the ladder truck was to be inspected on a daily basis. On Wednesday of each week, a detailed inspection of the truck was to be performed. During the interview, Engineer Valencia explained how the detailed Wednesday inspections were to be performed and during this inspection, the grease fittings and ladder rails were to be lubricated. Engineer Valencia also stated he "never had the opportunity" to lubricate the pulleys.

In Engineer Valencia's opinion, the lubrication of the pulleys would be based on "every bodies comfort level." Engineer Valencia stated if he looked at the pulleys and they would have "looked dry" to him, he would feel comfortable in applying lubricant. Additionally, Engineer Valencia stated when he looked at the pulleys they appeared to be lubricated.

During the interview, Detective Johnson reviewed photographs of the pulleys which failed during the incident on August 15. In one photograph, Detective Johnson directed Engineer Valencia's attention to grease fittings on the pulley assemblies. When asked, Engineer Valencia stated he had never applied lubricant to those grease fittings.

In another photograph, Detective Johnson questioned Engineer Valencia if he could tell the pulley was not seated right just by looking at the assembly. Engineer Valencia stated he could not.

Engineer Valencia has observed other engineers apply lubricant to the rails of the ladder. However, he has never observed any of the other engineers lubricate the pulleys. During further questioning, Engineer Valencia felt it was the responsibility of the on duty engineers to ensure the pulleys were lubricated.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Engineer Valencia stated he has performed a Wednesday detailed inspection of the truck. Engineer Valencia would visually inspect the cables for defects and he would "pull" on the cables to ensure they were not "excessively loose." During further questioning, Engineer Valencia stated he was not provided training on how to determine what the proper tension of the cables. Additionally, Engineer Valencia stated, when he pulled on the cables, he noticed there was between one half and one inch give in them and the cables would "spring" back as soon as he released his grip. Engineer Valencia has not adjusted the cables and he indicated he would not have felt comfortable in adjusting the cables.

During the interview, Engineer Valencia stated, when he conducted an inspection of the truck, he did not find anything unusual with the pulleys or cables. However, Engineer Valencia stated he had not received training on "what to look for." Engineer Valencia would look for any obvious issue.

Detective Johnson directed Engineer Valencia's attention to a document entitled "GVFD Daily Vehicle Check Tower 151." Engineer Valencia stated this document is a check list which is utilized for the daily inspection of the ladder truck. Detective Johnson explained during the investigation, he had reviewed the daily inspection reports for the ladder truck. During this review, it was discovered there appeared to be a failure to document, and/or a failure to complete an inspection or conduct an inspection of the truck at all on numerous occasions.

Engineer Valencia recalled during his driver/operator training, the check list for a truck was discussed; however, the check list was not specific to the Green Valley Fire District. Additionally, Engineer Valencia recalled the discussion included what they were to look for during the inspection of the truck.

Detective Johnson further explained the review of the inspection reports, he had found on two occasions during October 2011, Engineer Valencia did not document he had conducted an inspection of the truck. During questioning, Engineer Valencia could not recall the two dates in question.

Engineer Valencia stated other engineers would not tell him if they were unable to inspect the truck and no engineer asked him to complete or inspect the truck for them. According to Engineer Valencia, if an engineer was unable to conduct or complete an inspection, that engineer would "make it up" on his next shift.

Engineer Valencia stated he had referred to the Sutphen Operator and Service Manual once when an issue developed on the "pump" on the ladder truck. This was to see if there was an emergency override for the pump. Engineer Valencia stated he never referred to the Operator and Service Manual to ascertain what maintenance was required to be performed on the truck.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Engineer Valencia felt he was not properly trained in how to properly maintain the ladder truck. Engineer Valencia also felt there should be a review of the training provided to the engineers as to the maintenance of the truck. The training should also include how to detect a potential failure issues developing with the pulleys. He also felt training should be provided as to the expectations for the engineers and how they should maintain the truck. Engineer Valencia thought the overall maintenance should be the responsibility of a trained mechanic.

On the day of the incident, other than the failure of the ladder portion of the truck, Engineer Valencia stated his equipment functioned properly. He was unable to identify any additional equipment which could have assisted him while performing his duties on August 15, 2012.

Additionally, Engineer Valencia was unable to identify any policy or procedure issue that prevented him from performing his duties on August 15, 2012.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759

Green Valley Fire District

1285 W. Camino Encanto, Green Valley, AZ 85622
Phone (520) 625-9400 • FAX (520) 625-7122



Ladder 151 Incident

August 15, 2012

250 N. La Canada Dr. Green Valley, AZ. 85614 (Station 151)

Engineer Manny Valencia, Green Valley Fire District

On August 15, 2012 at Station 151 we were having guests over for dinner. These guests had won a dinner at the firehouse through a fund raising event. Division Chief Wunder arrived at the station about 3:00pm to start preparing dinner. He advised me that we would give our guest a ride in the ladder truck bucket after dinner, and if I wanted to pre-stage the truck on the back pad to save some time. I moved the ladder truck from its spot in the bay around back of the station for set up. The ladder was parked behind bay number three. At this time, I set the parking brake and turned on the aerial PTO and stepped out of the cab. I moved to the control panel on the driver side of Ladder 151. I opened the control panel door and began to set up the outriggers with the assistance of firefighter O'Brien. The ground plates were set under the outriggers and raised to the proper height. Next, the rear jacks were lowered to bring the front tires in contact with the ground, and the front cab jacks were set and the safety pins placed into the outriggers, and confirmation was made that we had all green lights on the control panel, indicating the truck was in proper position for use of the aerial device.

At about 5:00 pm, our guests started to arrive at station 151. The weather outside was hot with partly cloudy skies, and the winds were calm.

The event started with a station tour lead by Firefighter O'Brien, and Captain Mooney, and I followed along to answer any questions the guests might have had. Chief Wunder also accompanied us to take some pictures of the event. The tour ended on the back pad of Station 151 with Ladder 151. We gave a quick description of the truck, and Division Chief Wunder invited them for a ride in the bucket of the ladder. All our guests were very excited about the experience that they were about to have.

Firefighter O'Brien, Captain Mooney, and I explained our safety measures and assisted them with the ladder belts and helmets to assure proper fit. Captain Mooney and Firefighter O'Brien assisted our guests into the bucket and helped them secure the ladder belts to the attachment points inside the bucket. We had four guests inside the bucket, two females and

Leading the way with foresight, courage, and character since 1975

two males, along with Captain Mooney. At the time I determined that weight would not be an issue, thinking we had a total weight of about 800 pounds. I turned Ladder 151 on and reconfirmed we still had all green lights on the aerial control panel and transferred power to the pedestal on top to control of the ladder.

Captain Mooney gave me the ok that they all were secure and he was ready to move. I acknowledged him and began to raise the ladder. The ladder came off the bed and was raised to about 40 degrees. I then extended the ladder, slowly at normal idle, approximately 60 feet. The ladder was moving smoothly and gave no indication of abnormal stress or unusual sound. After extending about 80 feet, we heard a loud pop and saw the cables from what appeared to be the middle fly section propelling forward. I immediately stopped moving the ladder and looked to Division Chief Wunder who was standing about 10 feet away from the pump panel. We quickly discussed the possibility of lowering the boom to the ground. At that time I made contact with Captain Mooney and let him know we were going to lower the ladder back down. Before I was able to begin to lower the ladder, I looked up and noticed the upper fly sections beginning to collapse into itself, slow at first but then move rapidly. The bucket came to an abrupt stop against the ladder, after rapidly retracting approximately 30 feet. At that time we began to assess the damage and prepare for a rescue of all the occupants in the ladder.

TEXAS ENGINEERING EXTENSION SERVICE

The Texas A&M University System

As an accredited agency of the
National Board on Fire Service Professional Qualifications

Hereby certifies

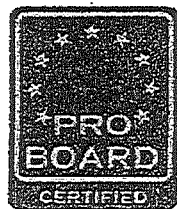
Manuel Valencia

as

Fire Apparatus Driver/Operator: Aerial

(NFPA 1002 2003 Ed.)

April 7, 2009



Certification # 211830

Gary F. Sera, Director
Texas Engineering Extension Service

Les Bunte, Executive Division Director
Emergency Services Training Institute

Dr. Brandi Plunkett-Tinkle, Program Director
Curriculum, Certification and Evaluation

Arizona State Fire Training

Office of The State Fire Marshal

This will acknowledge that

MANUEL VALENCIA

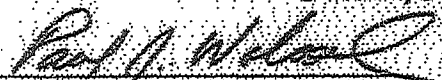
has completed the prescribed Course of Instruction in

DRIVER / OPERATOR - AERIAL APPARATUS

and is therefore awarded this

Certificate of Completion

Phoenix, Arizona, this 10 day of Oct 08


Director of Fire Training


State Fire Marshal

TEXAS ENGINEERING EXTENSION SERVICE

The Texas A&M University System

As an accredited agency of the
National Board on Fire Service Professional Qualifications
Hereby certifies

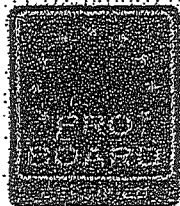
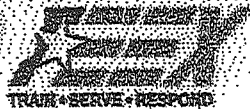
Manuel Valencia

as

Fire Apparatus Driver/Operator: Pumper

(NFPA 1002 2003 Ed.)

April 7, 2009



Publication 9-23-04-4

[Signature]
Gay F. Saffa, Director
Texas Engineering Extension Service

[Signature]
Les Buntin, Executive Division Director
Emergency Services Training Institute

[Signature]
Dr. Gerald Fletcher-Tinker, Program Director
Continuing, Certification and Evaluation

GREEN VALLEY FIRE DISTRICT

Certificate of Completion

is hereby granted to:

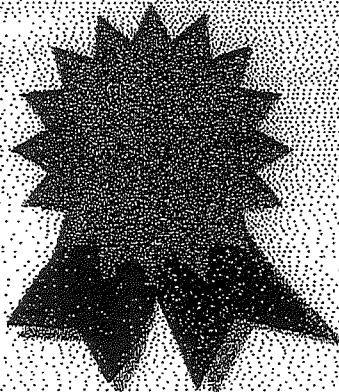
Manny Valencia

to certify that they have completed to satisfaction

***Support Vehicle Operators - Basic
Course***

Granted: December 13, 2006

Robert Zinn, SVO Coordinator





Green Valley Fire District

1285 W Camino Encanto Green Valley, AZ 85622

Phone: (520) 625-9400 / Fax: (520) 625-7122

STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case. SO
2. I have the right to be informed of the any and all allegations involved. SO
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable. SO
4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings. SO
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings. SO
6. I may request a person of my choice to be present to serve as a Support Observer during interviews. SO
7. As a District employee, I am required to answer questions related to this incident. SO
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination. SO

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

[Signature]
Employee's Signature

09/20/2012
Date

[Signature]
District Representative's Signature

9/20/12
Date

#2476
Investigator's Signature

9/20/2012 0934
Date



Green Valley Fire District

1285 W Camino Encanto Green Valley, AZ 85622

Phone: (520) 625-9400 / Fax: (520) 625-7122

SUPPORT OBSERVER AGREEMENT

1. I, Jan Hutton, have agreed to be a Support Observer for Joseph O'Brien a Green Valley Fire District employee, throughout the administrative investigation process started this 20 day of Sept, 2012.

2. I am not a witness to nor do I have any involvement in the incident under investigation

3. I am neither in the chain of command nor under the direct supervision of the above named employee.

4. I understand that no confidentiality exists regarding any communication between the above named employee and me as the Support Observer. I am expected to follow the Green Valley Fire District Code of Conduct with respect to any disclosure of information during this investigation.

5. I understand that I may be present at all investigative interviews and meetings between the employee and any portion or all of their supervisory staff but my role is only as a non-participatory observer.

6. I may interrupt an interview to request to speak with the employee privately, but this request will only be granted at the discretion of the investigator.

7. Throughout the investigation and possible subsequent supervisory review, I will not act as an advocate on behalf of the employee. I may, however participate in a passive role as a coach to provide information to the employee during the supervisory review.

8. I may be a Support Observer to an employee as long as it does not adversely affect my own job performance as determined by my supervisor or put the District at risk for operational readiness.

9. I may cancel my agreement to be the Support Observer at any time throughout the administrative investigation process

ACKNOWLEDGEMENT: I have read and understand the above agreement as indicated by my initials.

[Signature]
Employee's Signature

09/20/2012
Date

Jan Hutton
Support Observer's Signature

9/20/12
Date

#2479
Investigator's Signature

9/20/2012 0934
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Person Interviewed: Joseph O'Brien
Age: 23
Occupation: Firefighter
Employer: Green Valley Fire District
Business Address: 1285 West Camino Encanto
Green Valley, Arizona 85622
Business Telephone: (520) 625-9400

SYNOPSIS:

On September 20, 2012, Green Valley, Arizona Fire District Firefighter Joseph O'Brien was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Thursday, September 20, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of Green Valley, Arizona Fire District Firefighter Joseph O'Brien. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at the Green Valley Fire District Station 151 located at 250 North La Canada Drive in Green Valley. The interview began at approximately 0936 hours and it concluded at approximately 1000 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Firefighter O'Brien was provided with a Green Valley Fire District "Garrity" Statement of Rights form. Firefighter O'Brien was asked to read and sign the statement of rights form. Firefighter O'Brien requested a support observer be present during the interview and after his request, he was provided with a Green Valley Fire District Support Observer Agreement form. Firefighter O'Brien was asked to read and sign the support agreement form and he agreed to allow Green Valley Fire District Human Recourse Representative Jan Hutton act as his support observer during the interview.

Firefighter O'Brien was asked if he had any questions regarding the statement of rights and/or the support observer agreement. Firefighter O'Brien stated he understood both forms and he did not have any questions regarding either form.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/25/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Firefighter O'Brien has been employed by the Green Valley Fire District since April 2012 and has a badge number 188. Firefighter O'Brien is also a certified paramedic. On the date of the interview, Firefighter O'Brien was assigned to Green Valley Fire District Station 151 located at 250 North La Canada Drive in Green Valley.

On Wednesday, August 15, 2012, Firefighter O'Brien was on duty and assigned to Station 151. After he reported for duty (approximately 0800 hours) he received a briefing from the previous day crew. After the briefing, Firefighter O'Brien began his normal station duties which included a detailed inspection of the ladder truck and preparing the station for the guests. Firefighter O'Brien believed they "ran a few calls" during the day also.

According to Firefighter O'Brien, his crew was told by the shift before (August 13, 2012), they would be having "guests" on August 15 at approximately 1700 hours. Additionally, their battalion chief would not be working on August 15, and Green Valley Fire District Operations Division Chief Charles Wunder would be the acting battalion chief on that day.

Firefighter O'Brien was unsure of the exact time; however, he felt the detailed inspection of the ladder truck began between 1400 and 1500 hours. During the inspection, the ladder portion was extended to the full length of one hundred feet. The ladder was lowered to a ninety degree angle and according to Firefighter O'Brien the ladder did not come into contact with structure or trees.

Firefighter O'Brien assisted Green Valley Fire District Engineer Manuel Valencia perform the detailed inspection of the ladder truck. Firefighter O'Brien stated his duties during the inspection were to check to hoses and axes which were in the platform portion of the ladder.

According to Firefighter O'Brien, as a part of the inspection Engineer Valencia "checked" the cables. Firefighter O'Brien felt Engineer Valencia spent eight to ten minutes visually inspecting and "pulling" on the cables. Additionally, Firefighter O'Brien stated during the inspection of the truck, they did not find any issue that would cause a concern for safe operation of the truck. During further questioning, Firefighter O'Brien stated he did not check any of the cables or pulleys on the truck.

Firefighter O'Brien stated the crew's impression was that Chief Wunder would be utilizing the ladder truck in a demonstration and they parked the truck accordingly. During further questioning, Firefighter O'Brien stated he was given an "order and I followed that order" some time after 1700 hours, which the civilians were going into the platform. He was unaware when the decision was made that the civilians were going to ride in the platform. Additionally, he was unaware who made the decision to allow the civilians to ride in the platform.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/25/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Firefighter O'Brien believed Chief Wunder arrived at approximately 1500 hours, and began preparing to cook the dinner for the guests. Firefighter O'Brien stated after Chief Wunder arrived, he (O'Brien) assisted with preparing the dinner.

Firefighter O'Brien recalled two elderly couples arrived; however, he could not recall the names of the couples. During this investigation, the two couples were identified as being [REDACTED] and [REDACTED]. After some initial conversation, Firefighter O'Brien was instructed to give [REDACTED] a tour of the station.

After completing the tour of the living quarter's portion of the station, Firefighter O'Brien guided [REDACTED] and [REDACTED] to the vehicle bay. Firefighter O'Brien stated there was a discussion about a possible storm developing and Chief Wunder and Engineer Valencia decided the wind could become a factor in the safe operation of the ladder. Soon thereafter, Firefighter O'Brien was instructed to obtain the proper safety equipment for [REDACTED]. This equipment included "structure helmets" and the ladder belts. Firefighter O'Brien assisted with securing the safety equipment on [REDACTED]. Firefighter O'Brien was also told Green Valley Fire District Captain Jeffrey Mooney would be accompanying [REDACTED] and [REDACTED] and [REDACTED].

Firefighter O'Brien then assisted [REDACTED] and [REDACTED] and [REDACTED] into the platform portion of the truck. After everyone was secured on the platform, Firefighter O'Brien moved to a location approximately twenty feet away from the truck.

Soon thereafter, Engineer Valencia began to raise the ladder. Once the ladder reached an approximate forty-five degree angle, Engineer Valencia began extending the ladder. Firefighter O'Brien recalled the movement of the ladder was slow and he recalled Chief Wunder making a comment "Are we going to eat today." During further questioning, Firefighter O'Brien stated Engineer Valencia was extending the ladder at a slower pace than normal.

Firefighter O'Brien recalled there were four sections of the ladder extended and estimated the height of the ladder to be approximately eighty feet. Firefighter O'Brien heard a "massive pop" and noticed the cables came "swinging down." Firefighter O'Brien stated he heard noises what sounded like a forty-five caliber handgun being fired when the cable failed. After the massive pop occurred, Chief Wunder asked "what is that" (the cable) and Engineer Valencia explained it was the "extending" cable. According to Firefighter O'Brien, Chief Wunder and Engineer Valencia began to discuss how they were going to be able remove the people from the platform.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/25/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Firefighter O'Brien stated he was watching the "tip of the ladder" and he described the movement of the movement of the ladder like a "roller coaster" reaching the top of a hill. In less than a minute the ladder began to retract. As the ladder retracted it "picked up speed" and Firefighter O'Brien heard the people in the platform begin to scream and cry. When the platform came to a stop, Firefighter O'Brien compared the stop to the recoil of an artillery cannon. After the platform stopped, Firefighter O'Brien saw a metal rod with cable attached fall onto the tarp that covers the hose bed on top of the truck.

Firefighter O'Brien saw [REDACTED] hit the door and knock it off its hinges and partially fall from the platform. According to Firefighter O'Brien, he did not hear any voices coming from the area of the platform. They were unsure if the people were unconscious or dead.

During the interview, Firefighter O'Brien stated he was aware there were two sets of controls located on the ladder truck. One set was located on the turn table and the other set was located in the platform. According to Firefighter O'Brien, Engineer Valencia was operating the controls and Captain Mooney did not override Engineer Valencia's controls. Firefighter O'Brien did overhear Captain Mooney ask Engineer Valencia if he (Valencia) wanted him (Mooney) to take over the controls. Additionally, Firefighter O'Brien overheard Engineer Valencia tell Captain to "hold on for a second."

Chief Wunder walked in to the vehicle bay to "start and alarm" (emergency response). Engineer Valencia and Firefighter O'Brien climbed the ladder to help the victims. Once they arrived at the platform, Engineer Valencia assisted [REDACTED] back into the platform.

Firefighter O'Brien noticed the ladder was not seated properly and this caused a concern for him. Firefighter O'Brien felt if the ladder slipped while they were on it, they could receive leg injuries and/or their legs could be amputated. During further questioning, Firefighter O'Brien stated normally, the rungs of the ladder are lined up when it is fully retracted. After the failure, he noticed the rungs were off centered and not lined up. He believed this would indicate the ladder had not fully retracted.

He advised Engineer Valencia of the ladder issue and soon thereafter, he climbed down the ladder to retrieve safety belts for himself and Engineer Valencia. Firefighter O'Brien then returned to the ladder with the safety belts.

Firefighter O'Brien thought he climbed "up and down" the ladder three times relaying information about injuries of the victims. After additional assistance arrived, Firefighter O'Brien "gave up" his position to Green Valley Fire District Engineer T. John Smith.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/25/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

After being relived from his duties on the ladder, Firefighter O'Brien instructed the ground ambulance crews to set up emergency medical equipment (back boards, cervical collars, intervenes bags and monitors) for each victim. At the request of the on scene medical coordinator, Green Valley Fire District Captain Melissa Smith, Firefighter O'Brien prepared pain medication for each victim.

Soon thereafter, Firefighter O'Brien was told his "shift had ended" and he was relived from duty. After the incident concluded, Firefighter O'Brien attended a stress debriefing. After the debriefing concluded, Firefighter O'Brien responded to the "hospital" for urinalyses.

Firefighter O'Brien stated the Green Valley Fire District is looked up to for their safety by other fire departments and the way they run the organization. He felt the failure of the ladder truck to occur was a surprise. He has noticed Engineer Valencia checking the ladder truck every shift and he described Captain Mooney as having a "Type A" personality. "There are no if and or buts" every daily duty requiring to be completed, will be completed.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/25/2012	Sergeant J. Lane, #3759

Green Valley Fire District

1285 W. Camino Encanto, Green Valley, AZ 85622
Phone (520) 625-9400 • FAX (520) 625-7122



Ladder 151 incident

August 15, 2012

250 N. La Canada Dr. Green Valley, AZ. 85614 (Station 151)

Probationary Firefighter Joseph O'Brien, Green Valley Fire District

To whom it may concern,

The following statement is written to explain the events that I, Joseph O'Brien, witnessed on August 15, 2012 at Station 151 at approximately 1800 hours. The statement will include all of my actions and events witnessed from 1600 hours on August 15, 2012.

I was instructed by Captain Jeff Mooney at 1600 hours to ensure the station was clean to include cleaning the work bench in the bay, folding towels, cleaning restrooms and ensuring that Station 151 was ready to receive guests. I was then advised that I would be responsible for conducting a tour for 4 guests that would be attending a fundraising dinner at the station. At 1710 hours, the first couple arrived at the station and were greeted in the main lobby and brought back to the kitchen area where Chief Wunder, Captain Mooney, Engineer Valencia, and I introduced ourselves and began having a discussion on the Fire District. Within 10 minutes of the first couple arriving, the second couple came to the front lobby and rang the doorbell. Once the door bell was activated, I met the second couple in the front lobby and introduced myself and led them to the kitchen. Once in the kitchen, the second couple was introduced to all fire personnel and we began a tour of Fire Station 151.

The tour of the Fire Station began in the kitchen, then the bunk rooms, dayroom and into the vehicle bay. During the Station tour the guests had multiple questions about the operation of the Fire District and day-to-day life as a Firefighter. When entering the vehicle bay, the guests were shown Engine 151 first and allowed to sit in the jump seats and use the thermal imaging camera. The tour and explanation of tools on Engine 151 took about 10-12 minutes. The group was then shown the Hazardous Materials Response Unit, Tender, Gym, Locker Room, Battalion Vehicle and Battalion quarters. Upon completing the tour of the Station and Apparatus bays, I was instructed by Captain Jeff Mooney to collect 4 structure helmets from department members' lockers who were off duty. I then went into the locker room and gathered four helmets from the following personnel lockers: Firefighter Dougall, Engineer Zavala, Engineer Hoye, and Engineer Miller. I then went to Engine 151 and grabbed my helmet and extrication/rescue gloves. My helmet at this time was donned correctly.

Ladder 151 was staged on the East Side of the Station, with stabilization jacks fully extended, and appeared ready for aerial ladder use. I came out of bay number 1 and noticed the group of 4 guests standing in a semi-circle just South of Ladder 151. Pictures were being taken at the

Leading the way with foresight, courage, and character since 1975

time and the guests were speaking to Operations Chief Wunder when I noticed Captain Mooney, who was wearing his structure helmet and ladder belt correctly, and Engineer Valencia who was wearing his structure helmet correctly. I placed all structure helmets in a straight line on the concrete and handed them out to the guests. I and Engineer Valencia ensured that all four helmets that the guest used were donned correctly. I do recall one guest making the comment "Are all helmets supposed to feel this tight?" I double checked the helmet to ensure that it was sitting on the guest's head correctly; I pulled on the brim to ensure that it would not fall off, and it did not. After ensuring that all helmets were secured correctly, I assisted Captain Mooney with securing the last guest's ladder belt, which fit securely and snug.

I was then instructed by Captain Mooney to assist the guests with climbing the step ladder to gain access to the top of Ladder 151. I prepared the step ladder by pulling out the folded step and ensured that it was safe to be climbed. Captain Mooney was the first to climb the step ladder, as he prepared the bucket for the guests. I observed Captain Mooney safely climb the step ladder and open the right door to the bucket. I assisted all guests to the top of Ladder 151, one by one, at which time Captain Mooney assisted them into the bucket. I observed and overheard Captain Mooney tell each guest that entered the bucket to lock in the ladder belt. Once all guests were in the bucket, I secured the step ladder and stepped back to observe Captain Mooney in the bucket with four guests, Engineer Valencia in the turret and Chief Wunder standing next to me were also observing Ladder 151. Chief Wunder and I were about 10-15 feet from the ladder.

Captain Mooney ensured that everyone's Ladder Belts were locked in correctly, at which time the intercom between Engineer Valencia and Captain Mooney was activated. Engineer Valencia asked Captain Mooney if he was ready. Captain Mooney told him that they were all set and ready to go. At this time, I was standing to the South of the apparatus as Engineer Valencia extended the Aerial Ladder and bucket to the East. Environmental conditions at the time revealed the weather to be clear skies and hot with adequate natural light. The Ladder was raised to approximately a 40-45 degree angle before being extended. Based on engine noise the ladder did not appear to be in high idle. As the ladder was extended to 70-80 feet, I noticed the fourth section being extended slowly when I heard a loud pop and noticed two cables flying to the East under the ladder towards the bucket. The cables then came back at a very fast speed and hit near the base of the ladder where they rested.

I then witnessed Operations Chief Wunder and Engineer Valencia speaking about coming up with a plan of action to bring the ladder safely down. This took place for approximately 45 seconds to a minute, at which time I witnessed the half extended fourth fly slowly creep then pick up speed. The fourth fly retracted into the third fly, and the third fly into the second fly, at which time the bucket came to an abrupt stop, and I heard a loud crash and witnessed an elderly gentleman ejected from the right bucket door. The bucket door fell to the ground. The elderly gentleman was dangling in mid-air from his ladder belt, and multiple screams were heard. Operations Chief Wunder took off into the bay to activate an emergency response. Engineer Valencia took off up the ladder. I followed Engineer Valencia up the ladder, when on the ladder I witnessed that the rungs were not lined up correctly and that the ladder was not completely seated. On the ladder I witnessed Captain Mooney and Engineer Valencia lifting the elderly gentleman back into the bucket. I was on the ladder when I witnessed Engine 153 arrive through the South entrance and staged near the Station fuel.

I then relayed to Operations Chief Wunder the injuries of all parties in the bucket and help relay messages up and down the ladder until Captain Mooney was provided a District Portable Radio. After descending the ladder for the first time I brought up two ladder belts for Engineer Valencia and myself. After coming up the Ladder for the second time, Captain Mooney advised that he did not want any more personnel on the ladder. I then descended the ladder and gave my ladder belt to Engineer Smith who went up the ladder and assisted Captain Mooney with rescuing the victims. From this point forward, I worked under the Command of Captain Melissa Smith who instructed me to set-up medical supplies and draw up medications for victims.

Sincerely,

Joseph O'Brien
Probationary Firefighter

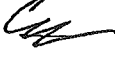


Green Valley Fire District

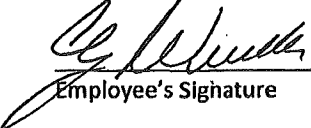
1285 W CAMINO ENCANTO GREEN VALLEY, AZ 85622
PHONE: (520) 625-9400 / FAX: (520) 625-7122

STATEMENT OF RIGHTS

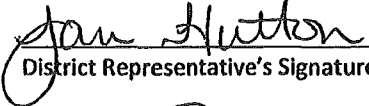
Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case. 
2. I have the right to be informed of the any and all allegations involved. 
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable. 
4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings. 
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings. 
6. I may request a person of my choice to be present to serve as a Support Observer during interviews. 
7. As a District employee, I am required to answer questions related to this incident. 
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination. 

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.


Employee's Signature

9/18/12
Date


District Representative's Signature

9/18/12
Date


Investigator's Signature

9/18/12 1135
Date



Green Valley Fire District

1285 W CAMINO ENCANTO GREEN VALLEY, AZ 85622

PHONE: (520) 625-9400 / FAX: (520) 625-7122

SUPPORT OBSERVER AGREEMENT

1. I, Jan Hutton, have agreed to be a Support Observer for Chuck Wunder, a Green Valley Fire District employee, throughout the administrative investigation process started this 18 day of Sept, 2012.

2. I am not a witness to nor do I have any involvement in the incident under investigation

3. I am neither in the chain of command nor under the direct supervision of the above named employee.

4. I understand that no confidentiality exists regarding any communication between the above named employee and me as the Support Observer. I am expected to follow the Green Valley Fire District Code of Conduct with respect to any disclosure of information during this investigation.

5. I understand that I may be present at all investigative interviews and meetings between the employee and any portion or all of their supervisory staff but my role is only as a non-participatory observer.

6. I may interrupt an interview to request to speak with the employee privately, but this request will only be granted at the discretion of the investigator.

7. Throughout the investigation and possible subsequent supervisory review, I will not act as an advocate on behalf of the employee. I may, however participate in a passive role as a coach to provide information to the employee during the supervisory review.

8. I may be a Support Observer to an employee as long as it does not adversely affect my own job performance as determined by my supervisor or put the District at risk for operational readiness.

9. I may cancel my agreement to be the Support Observer at any time throughout the administrative investigation process

ACKNOWLEDGEMENT: I have read and understand the above agreement as indicated by my initials.

[Signature]
Employee's Signature

9/18/12
Date

[Signature]
Support Observer's Signature

9/18/12
Date

[Signature]
Investigator's Signature

9/18/12 01135
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Person Interviewed: Charles Wunder Jr.
Age: 42
Occupation: Firefighter/Operations Division Chief
Employer: Green Valley Fire District
Business Address: 1285 West Camino Encanto
Green Valley, Arizona 85622
Business Telephone: (520) 625-9400

SYNOPSIS:

On September 18, 2012, Green Valley, Arizona Fire District Operations Division Chief Charles J. Wunder Jr. was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Tuesday, September 18, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of Green Valley Fire District Operations Division Chief Charles Wunder Jr. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at the Green Valley Fire District, Station 151 located at 250 North La Canada Drive in Green Valley. The interview began at approximately 1137 hours and it concluded at approximately 1235 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Chief Wunder was provided with a Green Valley Fire District "Garrity" Statement of Rights form. Chief Wunder was asked to read and sign the statement of rights form. Chief Wunder requested a support observer be present during the interview and after his request, he was provided with a Green Valley Fire District Support Observer Agreement form. Chief Wunder was asked to read and sign the support agreement form and he agreed to allow Green Valley Fire District Human Recourse Representative Jan Hutton act as his support observer during the interview.

Chief Wunder was asked if he had any questions regarding the statement of rights and/or the support observer agreement. Engineer Chief Wunder stated he understood both forms and he did not have any questions regarding either.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY
INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Chief Wunder has been employed "full time" by the Green Valley Fire District since 1998 and he has a badge number 109. Prior to 1998, Chief Wunder was employed by the Rural Metro Fire Department:

On August 15, 2012, the Green Valley Fire District was hosting a public relations event called, "dinner with a firefighter" at Station 151. [REDACTED]

[REDACTED] were invited guest as part of fund raising event held at the Rotary Club. According to Chief Wunder, he is also a member of the same Rotary Club, "they" gave him a hard time and he was told he had to be the cook for the evening.

During further questioning, Chief Wunder stated the fund raising event was a silent auction and the Green Valley Fire District chooses six to eight events per year. According to Chief Wunder the dinner with a firefighter event has become a "more popular" auction item and it has assisted in rising "quite a bit" of money. Chief Wunder stated this event is not exclusive to the Rotary Club. They also donate dinners to the "larger" community charitable events.

Chief Wunder obtained the food for the dinner and arrived at the Station at approximately 1530 hours to prepare the food and be present when [REDACTED] arrived.

At approximately 1700 hours, [REDACTED] arrived at Station 151. After they arrived, Chief Wunder introduced them to the on duty firefighters, Green Valley Fire District Captain Jeffrey Mooney, Engineer Manuel Valencia and Firefighter Joseph O'Brien. Chief Wunder stated after some general conversation, they explained the plans for the evening.

Soon thereafter, Firefighter O'Brien was assigned to provide a guided tour of the fire station to [REDACTED] and [REDACTED]. According to Chief Wunder, Captain Mooney and Engineer Valencia followed Firefighter O'Brien through the tour. During the interview, Chief Wunder stated he thought the tour lasted approximately forty five minutes.

Chief Wunder stated they discussed if the dinner should be started "right then" or if they would allow [REDACTED] to ride on the ladder portion of the ladder truck before dinner. Chief Wunder further stated "they" were special guest because Mr. and [REDACTED] and [REDACTED] are supporters of the Green Valley Fire District and they contributed to the purchase of a vehicle. Because of this, they were invited to take a ride on the ladder truck.

Prior to allowing [REDACTED] to ride on the ladder truck, Captain Mooney conducted a safety briefing. According to Chief Wunder, the safety briefing is conducted from general knowledge and there is no "official" document that denotes what would be discussed during a safety briefing.

Detective Name	ID Number	Location	Date	Supervisor	
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759	



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Additionally, [REDACTED] were provided with safety equipment (helmet and safety belts). Chief Wunder explained they were told they had to wear the helmets while on the truck and they would be tethered to the platform. According to Chief Wunder, prior to [REDACTED] entering the platform, the safety equipment was properly fitted to each individual.

As they were being fitted with the safety equipment, Chief Wunder was photographing [REDACTED]. Soon thereafter, [REDACTED] were assisted into the platform. Before the ladder and platform was moved, Captain Mooney ensured each person was "locked in" (tethered to the platform).

During the interview, Chief Wunder stated before a civilian observer is allowed to ride on a fire apparatus they "should" complete a civilian observer form. To his knowledge, [REDACTED] and [REDACTED] did not complete a civilian observer form prior to their ride on the ladder platform. Additionally, Chief Wunder stated this was an "oversight" and because he was the ranking individual on scene, he accepts the responsibility for this oversight. According to Chief Wunder, the ride on the ladder truck was not going to be a part of the evening. Allowing [REDACTED] and [REDACTED] de on the ladder truck was an after thought while he cooked the dinner.

Engineer Valencia was assigned to control the ladder and platform from the "mid ship" turn table. After the Captain Mooney acknowledged everyone was secured, Engineer Valencia began to very slowly to raise the ladder. Chief Wunder stated the slow speed in which Engineer Valencia raised the ladder was to ensure there was no bounce or recoil in the ladder. Once the ladder was raised to an angle between forty and forty five degrees, Engineer Valencia began to extend the ladder.

Chief Wunder stated he was standing approximately ten feet away from the truck on the driver's side of the truck as the ladder was being raised and extended. He also stated they did not hear any unusual noises coming from the truck. He felt the truck was operating in the same manner as he was familiar with. It was quiet and moving forward with no problems. Once the ladder reached a height between sixty five and seventy five feet they heard a loud "boom" and the cable snapped.

Once the cable failed, Engineer Valencia took his hands off of the controls and stepped back away from the controls. According to Chief Wunder, Engineer Valencia asked him what he (Wunder) wanted him (Valencia) to do. In an approximate forty five second to one minute time span, Chief Wunder questioned Engineer Valencia if there was a way to lower ladder with the hydraulic system of the ladder. During further questioning, Chief Wunder stated the hydraulic system controlled the up and down movement of the ladder.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

While Chief Wunder and Engineer Valencia were having a discussion, Captain Mooney contacted Engineer Valencia via the truck intercom system. According to Chief Wunder, Captain Mooney asked if Engineer Valencia wanted him (Mooney) to take over the controls. Engineer Valencia "quickly" answered Captain Mooney with no (with emphasis on the word no).

During further questioning, Chief Wunder stated, if his memory was accurate, the controls would have to be "switched" to Captain Mooney and that never occurred.

Within seconds after the conversation between Captain Mooney and Engineer Valencia concluded, the ladder came "crashing down." When the ladder came to an abrupt stop, the platform door was knocked off its hinges and [REDACTED] was partially ejected from the platform. Chief Wunder described this partially ejection as [REDACTED] feet were on the edge of the platform. From his "view point" Chief Wunder stated it appeared [REDACTED] was sitting on top of [REDACTED] feet and holding onto him.

Chief Wunder could not recall if he was on duty the day the ladder truck was delivered by the Sutphen Corporation. According to Chief Wunder, a representative from the Sutphen Corporation was going to be at the Green Valley Fire District for "several days" after the truck was delivered to provide training. Chief Wunder could not recall if, during the training, there was any discussion about what fail safe operation should occur if a cable broke.

Additionally, Chief Wunder was unaware of any discussion about a fail safe mechanism for the ladder portion of the truck.

During further questioning, Chief Wunder stated in "general terms" he was aware the weight limit for the platform was one thousand pounds without water flowing to the platform. However, talking with individuals having knowledge about aerial apparatus', he has heard a platform can handle more than one thousand pounds. But, they are instructed not to put more than one thousand pounds on the platform. When asked, Chief Wunder stated he knew the exact combined weight of the five people that were in the platform and the exact weight was nine hundred and three pounds. Additionally, Chief Wunder stated he did not feel the weight was a contributing factor in the failure of the pulleys and cables.

Chief Wunder stated he yelled "loudly" and aggressively for Captain Mooney to get [REDACTED] back into the platform. Chief Wunder did not realize Captain Mooney was injured at the time; however, Captain Mooney grabbed a hold of [REDACTED] with one hand and ensured she was secured in the platform.

Without being instructed to do so, Engineer Valencia and Firefighter O'Brien climbed the ladder to assist Captain Mooney. Once Engineer Valencia arrived at the platform, Engineer Valencia and Captain Mooney lifted [REDACTED] back into the platform.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

As Engineer Valencia and Captain Mooney were assisting [REDACTED] Chief Wunder "stepped" into the vehicle bay. He decided not to report the incident over the radio; however, he placed a telephone call to the Green Valley Fire District dispatcher and reported an incident had occurred at Station 151 and he was requesting additional resources to assist with the incident.

According to Chief Wunder, he requested two "engines" (Station 153 and Station 154), two ambulances and a medivac helicopter respond to the scene. Chief Wunder stated the dispatcher requested additional information and he told them to start the resources immediately and he terminated the conversation. Chief Wunder stated the Green Valley Fire District dispatcher complied with his commands and "launched" the resources.

After his conversation with the dispatcher, Chief Wunder contacted Captain Mooney via a two-way radio. Chief Wunder requested Captain Mooney provide a triage report and according to Chief Wunder, Captain Mooney told him there were serious injuries. Captain Mooney also told him all of the injured victims would need to be transported to a hospital.

Soon thereafter, Chief Wunder implemented the Green Valley Fire District Incident Command System and he established himself as the incident commander. As Incident Commander, he assigned duties to the responding Green Valley Fire District personnel. Additionally, still unaware that Captain Money was injured, Chief Wunder assigned him as the extraction coordinator.

As Engine 154 was arriving, he assigned the company officer (Green Valley Fire District Captain Melissa Smith) to be the "medical group." Chief Wunder approached Engine 154's engineer, Green Valley Fire District Engineer and Technical Rescue Technician T. John Smith. According to Chief Wunder, he assigned Engineer Smith to climb the ladder, confirm the triage report and develop an incident plan on how the rescue would occur.

As Engine 153 was arriving, Chief Wunder assigned the crew which consisted of Green Valley Fire District Captain Dan Modrzejewski, Engineer John O'Campo, and Firefighters Salvadore Taormina and Anthony Taylor to support Captain Mooney with the rescue. Chief Wunder assigned Engineer O'Campo as the safety officer and told him enforce all regulations for this rescue.

In his mind, Chief Wunder developed an action plan to rescue the injured victims by using another ladder truck. According to Chief Wunder, Engineer Smith contacted him and stated he (Smith) concurred with the use of another ladder truck for the rescue. Chief Wunder then requested a ladder truck from the Pascua Yaqui Fire Department respond to the scene to assist with the rescue of the injured victims.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

While waiting for the Pascua Yaqui Fire Department ladder truck to arrive, Chief Wunder decided no other personnel would climb the ladder and no one would be removed from the ladder. He made this decision because he did not know if the ladder was going to move "anymore" and if the ladder moved, it could have caused serious injuries.

Engineer Smith advised Chief Wunder of victims injuries and some considerations needing to be considered during the rescue. He also requested medical supplies that may be needed to help stabilize the injured. Additionally, Chief Wunder stated Engineer Smith told him that [REDACTED] was "pinned" between the wall and frame of the ladder. According to Chief Wunder, "brut force" ultimately "won out" and no additional tools were needed to free [REDACTED].

While waiting for the Pascua Yaqui Fire Department to arrive, Captain Modrzejewski was instructed to, upon the arrival, meet with the Pascua Yaqui Fire Department and brief them. Additionally, Chief Wunder stated while waiting for the Pascua Yaqui Fire Department to arrive, Engineer Smith advised him that Captain Mooney was also injured.

Additionally, while waiting for the arrival of the Pascua Yaqui Fire Department, Chief Wunder placed numerous telephone calls. He notified Green Valley Fire District Fire Chief Simon Davis and Drexel Heights Fire Department Fire Chief Doug Chapel.

According to Chief Wunder, he could overhear Mr. and [REDACTED] saying, tell "Chuck" everything is okay and "stuff" happens.

After the Pascua Yaqui Fire Department arrived, Firefighter Salvadore Taormina was assigned to be a part of the rescue with a Pascua Yaqui Fire Department "Captain" (Lieutenant Carlos Flores). Chief Wunder stated that each transfer took approximately ten minutes.

After Captain Money was lowered to the ground, Chief Wunder met with Captain Mooney. Chief Wunder asked Captain Mooney if he (Mooney) wanted a team from the Green Valley Fire District to notify his wife or if he (Mooney) wanted to contact his wife. According to Chief Wunder, Captain Mooney's wife had learned of the incident on Face Book and he (Mooney) wanted to ensure his wife knew he was okay. Chief Wunder indicated representatives from the Green Valley Fire District responded to Captain Mooney's residence to provide assistance to Captain Mooney's family.

After the rescue of [REDACTED] and Captain Mooney occurred, they were transported to the University of Arizona Medical Center located at 1509 North Campbell Avenue in Tucson, Arizona.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Soon after concluding his meeting with Captain Mooney, Chief Wunder instructed Engineer O'Campo to secure the area around the ladder truck and not let anyone into that area. He then instructed Engineer O'Campo he wanted himself, Engineer Valencia and Firefighter O'Brien separated from the other firefighters and they were moved to the battalion chief's office. Crew members of Engines 153 and 154 were instructed to go to the "day room" and wait for further instructions.

After the incident concluded, Chief Wunder requested two battalion chiefs to respond to assist with "district coverage." After Green Valley Fire District Battalion Chief Brian Wilford arrived, Chief Wunder turned over incident command to him. Chief Wunder also met with Chief Davis and was told the Arizona Department of Public Safety would be responding to conduct an investigation.

Soon thereafter, Green Valley Fire District Captain Larry Finkes arrived, Chief Wunder, Captain Simmonds, Engineer Valencia, and Firefighter O'Brien debriefed the situation. According to Chief Wunder, during the debriefing, there was no "majorly" discussion about the function of the truck and the discussion were more centered on the "shock" of the incident.

After the debriefing was completed, Chief Wunder was involved with a "question and answer" time with the other crews. He stated the two crews from Stations 153 and 154 were relieved from their duties and were replaced with other Green Valley Fire District personnel.

After the question and answer session concluded, Chief Wunder and Firefighter O'Brien, in one vehicle and Engineer Valencia in another vehicle, traveled to the University of Arizona Medical Center. After arriving at the hospital, as a part of procedure, Chief Wunder, Captain Mooney, Engineer Valencia and Firefighter O'Brien submitted to a urine analysis examination.

During the interview, Chief Wunder stated most concerns about maintenance from an engineer would eventually "end up" on his desk. According to Chief Wunder, routine maintenance issues about the ladder truck were brought forward to him. He explained during a training exercise, an issue with a hydraulic line, which was not associated with the ladder portion of the truck developed. Additionally, "simple" maintenance issues, for example headlamps, emergency lights and check engine lights were also brought to his attention. All of these issues were repaired.

Chief Wunder further explained "no one" brought to his attention the ladder was not being properly maintained. He also stated he was never advised there was a "grinding" noise heard coming from the ladder and no one brought a safety concern about the ladder forward. Because they have an independent company inspect the ladder, Chief Wunder felt there were no safety concerns for the ladder.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Chief Wunder stated "trucks" have been placed out of service for routine maintenance and he was aware the ladder truck had been placed out of service at various times. On one occasion, the truck received body damage to the "rear end" and the truck was out of service for approximately one month for the repairs. To his knowledge, the truck had never been placed out of service for ladder related issues.

Prior to the failure of the ladder, Chief Wunder felt the engineers were properly trained to maintain the ladder. He also felt if the engineers' training was not adequate, the Green Valley Fire District would not have placed the engineers in the position of performing maintenance on the truck. Chief Wunder stated the Green Valley Fire District did not have an indication from the Sutphen Corporation engineers could not perform routine maintenance on the ladder. He also indicated the when the truck was delivered the Sutphen Corporation provided training to the engineers on how to maintain the ladder. Chief Wunder further stated there have not been "a lot" of maintenance issues with the ladder.

Chief Wunder identified a company by the name of ASAP Truck, RV and Equipment Repair, Incorporated located at 15785 South Wilmot Road in Sahuarita, Arizona who performs general engine and transmission related maintenance for the Green Valley Fire District. Other maintenance issues that would be related to the pump, hydraulic system and the ladder is handled by the local Sutphen Corporation representative, the United Fire Equipment Company located at 335 North 4th Avenue in Tucson, Arizona.

Chief Wunder stated the Green Valley Fire District does not document the actual time the ladder is in use. The truck is equipped with a meter which reflects the hours the "power take off" is engaged. At the time of the failure, the meter reflected approximately three hundred hours of the power take off usage. Chief Wunder's "best guess" was that the ladder is extended twice a week. Recently the truck was utilized during an aerial apparatus training course of instruction. During that training, the truck was utilized "six hours a day." Chief Wunder was aware the truck was utilized in the line of duty on one occasion and that was during a rescue.

To his knowledge, the truck has never been exposed to heat, it has never been "over the top" of a burning building, it has never been "rammed" into a building during a ventilation operation. Because of the operation expense, the ladder truck is not utilized very often.

During the interview, Detective Johnson directed Chief Wunder's attention to a document entitled "SHOP 3140: TOWER 151 HOURLY MAINTENANCE SCHEDULE" that was thought to be a policy of the Green Valley Fire District. After reviewing the document, Chief Wunder stated document was not a policy. A policy is required to be approved by the Green Valley Fire District Board of Directors.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Chief Wunder stated he was aware of other ladder failures with Sutphen fire trucks. Those failures include the Chillicothe, Ohio Fire Department, the Palm Beach County Florida Fire Department, the Bluffton, South Carolina Fire Department (three cable failures) and the Sedona Arizona Fire District.

According to Chief Wunder, the "Chief" from the Bluffton Fire Department told him (Wunder), he had read a newspaper article about the Green Valley Fire District ladder truck failure. In the article, Mr. Ken Creese, the director of sales and marketing for the Sutphen Corporation was quoted as saying "he had never seen anything like this before." This was found to be an interesting statement, because Mr. Creese was in the "bucket" of the Bluffton Fire Department ladder truck during one of the failures and this was "videod."

During the conversation with the Bluffton Fire Department, Chief Wunder was told the first failure was related to a pulley and Sutphen told them (the Bluffton Fire Department) it was their fault. The truck was repaired by Sutphen and after the initial repairs; the Bluffton Fire Department decided all of the maintenance would be performed by Sutphen. Chief Wunder was told the ladder failed two additional times after Sutphen began maintaining the truck.

Chief Wunder was aware that Detective Johnson had reviewed the daily inspection reports while conducting this investigation. Additionally, he was aware Detective Johnson discovered in the daily inspection reports there appeared to be a failure to properly document an inspection was conducted on occasion, an inspection was not completed on occasion or an inspection of the truck was not conducted at all on occasion. Chief Wunder stated he was reviewing the inspection process and he is looking for guidance from the investigation results. He is also looking for guidance from "subject matter experts" to review the form utilized by the Green Valley Fire District. Currently, Chief Wunder is developing and implementing accountability changes related to "that."

Chief Wunder stated, while he was a battalion chief, he observed routine maintenance occurring. He felt the Green Valley Fire District was lacking in the proper documentation of the routine maintenance and this issue needs to be corrected.

Chief Wunder felt the Green Valley Fire District needs to follow the policy of having a civilian observer complete a civilian observer form prior to riding on an apparatus. He also felt the Green Valley Fire District should review the policy to see if the civilian observer program should be modified and how the program will be enforced. Chief Wunder explained that he felt "life sometimes dictates" unusual circumstances. For example, when working with law enforcement during a burglary investigation the law enforcement officer wanted to have aerial photographs of the burglar entry point on the roof of a building. The ladder truck was utilized to obtain the aerial photographs and the law enforcement officer was not required to complete a civilian observer form.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759

Green Valley Fire District

1285 W. Camino Encanto, Green Valley, AZ 85622
Phone (520) 625-9400 • FAX (520) 625-7122



Ladder 151 incident

August 15, 2012

250 N. La Canada Dr. Green Valley, AZ. 85614 (Station 151)

Division Chief Chuck Wunder, Green Valley Fire District

Background

On the evening of August 15th, 2012, the Green Valley Fire District was hosting a public relations event at Fire Station 151. The event included four civilian guests, [REDACTED] who were to enjoy an evening at the fire station, which was to include dinner, station tour, and the evening topped off with a ride in the ladder truck to see an aerial view of the community.

Both couples had arrived by 1710 hours and were introduced to the crew and provided a little background information on the station and the plans for the evening. Everyone was very excited and eager to get started with the station tour.

Probationary Firefighter Joseph O'Brien was assigned to provide a tour of the facilities and begin his tour at around 1715 hrs. A tour of the facility and the various apparatus was provided and questions were answered by FF O'Brien, Captain Mooney, and Engineer Valencia. During the tour, I was working on cooking dinner and taking pictures of our guests.

Incident

At approximately 1745 hours, our guests were invited to take a ride in the aerial bucket and get a view of Green Valley. Each of the guests and Captain Mooney were outfitted with the proper safety equipment, which included helmets and ladder belts. Captain Mooney briefed the guests on the importance of the safety equipment and ensured that each guests was properly wearing their safety

Leading the way with foresight, courage, and character since 1975

equipment. Captain Mooney, Engineer Valencia, and FF O'Brien assisted the guests into the ladder bucket, and Captain Mooney instructed all of them to lock into the safety rings, inside the bucket, with their ladder belts. Captain Mooney confirmed that everyone was properly locked in and told Engineer Valencia that they were ready to go.

Engineer Valencia had assumed his position on the turnstile, and after confirming that Captain Mooney was ready to go, he began to slowly raise the ladder. The ladder was rising without incident and our guests were enjoying the view. I was taking pictures of the guests from the ground level.

The ladder was being raised in slow idle and at an approximate 40 degree angle. The ladder was extended somewhere between 70-80 feet, when I heard a loud pop. I looked up to see cables dangling from the ladder. Engineer Valencia stepped back from the control panel on the turnstile and immediately looked to me for instructions.

At this time, I moved closer to the turnstile of the truck and began to discuss our options with Engineer Valencia. I asked him if there was a way to bring the boom down safely. Engineer Valencia was thinking about this, when Captain Mooney called on the intercom and asked if he should take over the controls. Engineer Valencia told him no. Very shortly after this, the bucket section of the ladder begins to slide down a few feet, and suddenly and violently came crashing into itself. The fly section of the ladder dropped an estimated 25-30 feet. The whole event, from the time the ladder stopped, the discussion occurred, and the ladder came down, was somewhere between 45-90 seconds.

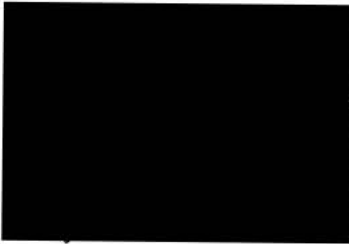
As the ladder crashed into itself, extremely loud noises could be heard, including screams. I saw the bucket door fall from the bucket and crash to the ground, and I could then see [REDACTED] dangling upside down from the bucket. From my vantage point, it appeared that [REDACTED] feet were barely on the edge of the bucket, and that his wife Judith was lying on top of this feet.

At this point, I yelled for Captain Mooney to "get them back in the bucket." Engineer Valencia immediately raced up the ladder, with FF O'Brien right behind him. Recognizing I had an urgent rescue situation, I made phone contact with our communications center and advised that I would need an EMS response to the station for a rescue and that I would be assuming Command of a major incident. Time of request for incident was 1756 hours.

From this point forward, the incident became a rescue and EMS operation. The details of these operations are covered in the incident report, 12-0005624.

Items of Note:

Total weight of occupants in bucket was 902 lbs.



Captain Jeff Mooney- 160 lbs

Weather Conditions (Provided my National Weather Service):

1700 hours- 96 degrees Dew 57 RH 26. Winds calm.

XXXX KTWC 160725
WRKSTA

KTUS Observations from: Wed Aug 15, 2012

Time	Visby/Wx	Clouds	SLP	Temp	Dew	RH	Wind(MPH)	ASI	APP	PCP
1 AM	10	CLR	077	76	66	71	16004	29.92	----	
2 AM	10	FEW065 SCT110	083	76	66	71	00000	29.94	5003	
3 AM	10	BKN110	091	77	67	71	00000	29.97	----	
4 AM	10	CLR	087	76	68	76	13005	29.95	----	0.01
5 AM	10	CLR	086	74	69	84	14007	29.94	0000	
6 AM	10	CLR	088	74	67	78	13004	29.94	----	
7 AM	10	CLR	096	75	67	76	16004	29.95	----	
8 AM	10	CLR	106	78	66	66	00000	29.97	3010	
9 AM	10	CLR	104	83	64	52	00000	29.98	----	
10 AM	10	CLR	102	87	63	44	01004	29.98	----	
11 AM	10	CLR	097	89	62	39	VRB05	29.97	8003	
12 PM	10	CLR	091	91	61	36	VRB04	29.95	----	
1 PM	10	CLR	083	94	61	32	30005	29.93	----	
2 PM	10	CLR	076	96	59	28	36006G17	29.91	8018	
3 PM	10	CLR	064	97	59	27	35010G16	29.88	----	
4 PM	10	CLR	059	96	57	26	30010G19	29.86	----	
5 PM	10	CLR	060	96	57	26	33014	29.86	6016	
6 PM	10	CLR	060	93	58	30	33014	29.86	----	
7 PM	10	CLR	073	91	59	33	31012	29.89	----	
8 PM	10	SCT120	079	90	59	34	32008	29.91	3017	
9 PM	10	CLR	090	90	58	33	23003	29.96	----	
10 PM	10	CLR	102	83	64	52	17010G17	29.98	----	
11 PM	10-RA	CLR	104	79	67	66	16009	29.98	1022	
12 AM	10-RA	BKN120	119	76	67	73	15017	30.03	----	

Dew Point	Highest = 69	Lowest = 57	Average = 63.0
Relative Humidity	Highest = 84	Lowest = 26	Average = 51.0
Pressure	Highest = 30.03	Lowest = 29.86	Average = 29.9

	1	2	3	4	5	6	7	8	9	10	11	12
AM	76	76	77	76	74	74	75	78	83	87	89	91
PM	94	96	97	96	96	93	91	90	90	83	79	76

##

0815

CONNECTED TO TUCSON INTERNATIONAL ARPT(TUS)

CMD>DAILY 0815 0815

LISTING DAILYS FROM: 08/15/2012 THRU 08/15/2012

DAILY SUMMARY FOR 08/15/12

24 HR MAX TEMP (F):	98	LATEST DAY MAX TEMP (0700-1900 LST):	98
24 HR MAX TEMP TIME (LST):	1520	LATEST NIGHT MIN TEMP(1900-0800 LST):	74
24 HR MIN TEMP (F):	74		
24 HR MIN TEMP TIME (LST):	0610	SKY COVER MID-MID (TENTHS):	N
24 HR AVG TEMP (F):	86	SKY COVER SR-SS (TENTHS):	N
DEPART FROM NORMAL:	+1		
		TOTAL SUNSHINE (MINUTES):	N
HEATING DEGREE DAYS:	0	TOTAL SUNSHINE (HOURS):	N
COOLING DEGREE DAYS:	21	PERCENT POSSIBLE SUNSHINE:	N
		CHARACTER OF SUNRISE:	
PEAK WIND SPEED (MPH):	38	CHARACTER OF SUNSET:	
PEAK WIND DIR (DEG):	110	WEATHER (CODE):	
PEAK WIND TIME (LST):	2307		
FASTEST 2MIN SPEED (MPH):	22		
FASTEST 2MIN DIR (DEG):	140		
FASTEST 2MIN TIME (LST):	2351		
AVERAGE WIND SPEED (MPH):	7.4		

DAILY PRECIPITATION SUMMARY FOR 08/15/12

24 HR PRECIPITATION (IN):	0.01
24 HR SNOWFALL (IN):	N
SNOW DEPTH (IN):	N

HOURLY INCREMENTAL PRECIPITATION VALUES (IN):

0059	0.00	1259	0.00
0159	T	1359	0.00
0259	0.00	1459	0.00
0359	0.01	1559	0.00
0459	0.00	1659	0.00
0559	0.00	1759	0.00
0659	0.00	1859	0.00
0759	0.00	1959	0.00
0859	0.00	2059	0.00
0959	0.00	2159	0.00
1059	0.00	2259	T
1159	0.00	2359	T

DAILY PRESSURE SUMMARY FOR 08/15/12

HOURLY STATION PRESSURE VALUES:

1153Z	27.270
1753Z	27.290
2353Z	27.190
0553Z	27.305

AVERAGE STATION PRESSURE: 27.265

MINIMUM SEA LEVEL PRESSURE:	29.69
TIME OF OCCURRENCE:	1637

DAILY LISTING COMPLETE, 1 DAILY(S) LISTED.



Green Valley Fire District

1285 W CAMINO ENCANTO GREEN VALLEY, AZ 85622
PHONE: (520) 625-9400 / FAX: (520) 625-7122

STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case.

MS

2. I have the right to be informed of the any and all allegations involved.

MS

3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or routine duties as applicable.

MS

4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings.

MS

5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings.

MS

6. I may request a person of my choice to be present to serve as a Support Observer during interviews.

MS

7. As a District employee, I am required to answer questions related to this incident.

MS

8. If I refuse to answer questions related to the performance of my routine duties, I may be subject to progressive discipline up to and including termination.

MS

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

MS
Employee's Signature

9/18/12
Date

Jane Holton
District Representative's Signature

9/18/12
Date

#2479
Investigator's Signature

9/18/12 1019
Date



Green Valley Fire District

1285 W CAMINO ENCANTO GREEN VALLEY, AZ 85622
PHONE: (520) 625-9400 / FAX: (520) 625-7122

SUPPORT OBSERVER AGREEMENT

1. I, Jan Hutton, have agreed to be a Support Observer for Melissa Smith, a Green Valley Fire District employee, throughout the administrative investigation process started this 18 day of Sept, 2012.

2. I am not a witness to nor do I have any involvement in the incident under investigation

3. I am neither in the chain of command nor under the direct supervision of the above named employee.

4. I understand that no confidentiality exists regarding any communication between the above named employee and me as the Support Observer. I am expected to follow the Green Valley Fire District Code of Conduct with respect to any disclosure of information during this investigation.

5. I understand that I may be present at all investigative interviews and meetings between the employee and any portion or all of their supervisory staff but my role is only as a non-participatory observer.

6. I may interrupt an interview to request to speak with the employee privately, but this request will only be granted at the discretion of the investigator.

7. Throughout the investigation and possible subsequent supervisory review, I will not act as an advocate on behalf of the employee. I may, however participate in a passive role as a coach to provide information to the employee during the supervisory review.

8. I may be a Support Observer to an employee as long as it does not adversely affect my own job performance as determined by my supervisor or put the District at risk for operational readiness.

9. I may cancel my agreement to be the Support Observer at any time throughout the administrative investigation process

ACKNOWLEDGEMENT: I have read and understand the above agreement as indicated by my initials.

Melissa Smith
Employee's Signature

9/18/12
Date

Jan Hutton
Support Observer's Signature

9/18/12
Date

Investigator's Signature

9/18/12 1019
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Person Interviewed: Melissa Smith
Age: 42
Occupation: Firefighter/Captain
Employer: Green Valley Fire District
Business Address: 1285 West Camino Encanto
Green Valley, Arizona 85622
Business Telephone: (520) 625-9400

SYNOPSIS:

On September 18, 2012, Green Valley, Arizona Fire District Captain Melissa Smith was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Tuesday, September 20, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of Green Valley, Arizona Fire District Captain Melissa Lea Smith. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at the Green Valley Fire District Station 151 located at 250 North La Canada Drive in Green Valley. The interview began at approximately 1015 hours and it concluded at approximately 1030 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Captain Smith was provided with a Green Valley Fire District "Garrity" Statement of Rights form. Captain Smith was asked to read and sign the statement of rights form. Captain Smith requested a support observer be present during the interview and after her request, she was provided with a Green Valley Fire District Support Observer Agreement form. Captain Smith was asked to read and sign the support agreement form and agreed to allow Green Valley Fire District Human Recourse Representative Jan Hutton act as his support observer during the interview.

Captain Smith was asked if she had any questions regarding the statement of rights and/or the support observer agreement. Captain Smith stated she understood both forms and she did not have any questions regarding either form.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/29/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Captain Smith has been employed by the Green Valley Fire District since 2001. She explained she was employed by the Rural Metro Corporation in 1994 and she has worked in the Green Valley area since that time. Captain Smith has a badge number of 124 and she is assigned to Station 154 located at 1691 West Duval Commerce Court in Sahuarita, Arizona.

On August 15, 2012, Captain Smith was on duty. The on duty crew consisted of Captain Smith, Green Valley Fire District Engineer T. John Smith, Firefighter Joshua Cavell and Firefighter Michael Fazio. She was unsure of the exact time, but felt around "dinner time" her station was notified by Green Valley Fire District dispatcher of an emergency medical call. Her station was instructed to respond to Station 151 located at 250 North La Canada Drive in Green Valley. According to Captain Smith, Engine 153, from Station 153, was also requested to respond.

While en route to Station 151, Captain Smith questioned if their response should be with emergency lights and siren activated. Captain Smith could not recall exactly who advised them to respond with their emergency lights and siren activated; however, after receiving an affirmative answer to her question, Engine 154 responded to the scene with the emergency lights and siren.

While en route to the scene, Captain Smith recalled over hearing Green Valley Fire District Operations Chief Charles Wunder request the Green Valley Fire District dispatcher have a ladder truck from the Pascua Yaqui Fire Department respond to the scene. She also over heard Chief Wunder request a medivac helicopter and additional resources (man power and ground ambulances) respond to the scene.

Soon thereafter, Captain Smith requested an update from Chief Wunder. According to Captain Smith, she was told Chief Wunder would provide her with updated information once she arrived at the scene.

As Engine 154 approached the scene, Chief Wunder assigned Captain Smith to be in charge of the medical care of the injured victims. Additionally, she was told to stage Engine 154 in the vehicle bay of Station 151. Captain Smith also stated Chief Wunder said he had a special assignment for Engineer (Technical Rescue Technician) Smith. According to Captain Smith, Engineer Smith was the engineer assigned to Engine 154.

After she arrived at the scene, Captain Smith met with Chief Wunder. Captain Smith stated while meeting with Chief Wunder, she noticed the Green Valley Fire District ladder truck and observed "several people" in the "bucket" (platform). She recalled seeing Green Valley Fire District Engineer Manual Valencia on the ladder; however, she could not recall if he was going up or coming down the ladder at the time. She also noticed cables were hanging down from the ladder.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/29/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

According to Captain Smith, Chief Wunder advised her there had been a catastrophic failure of the ladder; there were either four or five patients in the platform. At the time Chief Wunder provided Captain Smith with the briefing, they were unaware if Green Valley Fire District Captain Jeffrey Mooney who was also in the platform was injured or not.

Chief Wunder also advised her of the medical resources that were responding to the scene. Chief Wunder then assigned Captain Smith and the crew from Station 154 to coordinate the "transport" of the injured victims.

Captain Smith stated Engineer Smith went with Chief Wunder and she instructed two members (Firefighters Cavell and Fazio) of her crew to set up medical equipment for the victims. Captain Smith recalled the medics assisting the injured victims in the platform had requested medical supplies and she requested one of her crew members to deliver the supplies.

Soon thereafter, Captain Smith met with the Pima County Sheriff's Office who assisted with establishing a landing zone for the medivac helicopter on La Canada Drive.

Captain Smith requested Firefighter Cavell contact the University of Arizona Medical Center in Tucson, Arizona and advise them multiple patients would be en route. Once the helicopter and ground ambulances arrived, Captain Smith assigned a patient to each.

After the Pascua Yaqui Fire Department ladder truck arrived, Captain Smith instructed the ladder truck to be staged south of the Green Valley Fire District ladder truck.

During the interview, Captain Smith stated she talked to Engineer Valencia. According to Captain Smith, Engineer Valencia told her it was the "loudest pop" he had ever heard and the ladder "just came down" toward him.

Captain Smith stated the equipment she had available at the time of the incident was adequate enough to perform her assigned duties on the day of the incident. Captain Smith also felt the training that she and other Green Valley Fire District personnel had received was adequate to perform their assigned duties during the incident.

Captain Smith felt all of the Green Valley Fire District personnel "handled" the scene "extremely well." They had to "adapt and over come" some very unique circumstances. For example, "so many" patients were in a very confined area. She also praised Chief Wunder for requesting another ladder truck so quickly. Without the second ladder truck, she felt the rescue of the injured victims would have been more difficult and very high risk.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/29/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Captain Smith could not identify any policy or procedure issues that prevented her from performing her assigned duties.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/29/2012	Sergeant J. Lane, #3759



Green Valley Fire District

1285 W Camino Encanto Green Valley, AZ 85622
Phone: (520) 625-9400 / Fax: (520) 625-7122

STATEMENT OF RIGHTS

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1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case. TJS
2. I have the right to be informed of the any and all allegations involved. TJS
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable. TJS
4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings. TJS
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings. TJS
6. I may request a person of my choice to be present to serve as a Support Observer during interviews. TJS
7. As a District employee, I am required to answer questions related to this incident. TJS
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination. TJS

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

[Signature]
Employee's Signature

9/20/12
Date

District Representative's Signature

Date

#2479
Investigator's Signature

9/20/2012 1149
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Person Interviewed: Timothy . Smith
Age: 53
Occupation: Firefighter/Engineer/Paramedic
Employer: Green Valley Fire District
Business Address: 1285 West Camino Encanto
Green Valley, Arizona 85622
Business Telephone: (520) 625-9400

SYNOPSIS:

On September 20, 2012, Green Valley, Arizona Fire District Firefighter/Engineer Timothy Smith was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Thursday, September 20, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of Green Valley, Arizona Fire District Timothy Smith. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at the Green Valley Fire District Station 151, located at 250 North La Canada Drive in Green Valley, Arizona. The interview began at approximately 1153 hours and it concluded at approximately 1230 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Engineer Smith was provided with a Garrity statement of employee rights. After reading the form, Engineer Smith signed the form and indicated he did not have any questions regarding the form. After being advised he had the right to have a Support Observer present during the interview, Engineer Smith declined to have a Support Observer present during the interview.

Engineer Smith has been employed by the Green Valley Fire District since 2001; however, he was employed by the Rural Metro Corporation in 1980 and he has been assigned to the Green Valley area since that time. Engineer Smith is also a certified Paramedic. Engineer Smith is also a certified technical rescue technician. Engineer Smith has a badge number of 107. He is assigned to Green Valley Fire District Station 154 located at 1691 West Duval Commerce Court in Sahuarita, Arizona.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/29/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

On August 15, 2012, Engineer Smith was on duty. The on duty crew consisted of Green Valley Fire District Captain Melissa Smith, Green Valley Fire District Firefighters Joshua Cavell and Michael Fazio and himself. He was unsure of the exact time, but felt around "dinner time" when his station was notified by Green Valley Fire District dispatcher of an emergency medical call. His station was instructed to respond to Station 151 located at 250 North La Canada Drive in Green Valley. Engineer Smith stated the initial information was very "vague" and he was unsure what type of call they were responding too.

Engineer Smith stated they were unsure if this was a drill or if it was an actual emergency call they were responding too. While en route to Station 151, Captain Smith questioned if this was an actual emergency situation they were responding too. According to Engineer Smith, they were told this was an actual emergency situation.

As Engine 154 was approaching Station 151, "Command" (Green Valley Fire District Operations Chief Charles Wunder) advised they were to stage in the vehicle bay. Engineer Smith was told to report directly to Chief Wunder and the other crew members were assigned medical duties.

Additionally, as Engine 154 was approaching Station 151, Engineer Smith saw the ladder from the Green Valley Fire District ladder truck was extended into the air. He also noticed cables hanging from ladder and he "surmised" what had happened. Additionally, Engineer Smith saw two firefighters outside of the platform and three heads inside the platform.

After arriving at Station 151, Chief Wunder assigned Engineer Smith to climb the ladder portion of the Green Valley Fire District ladder truck to assist with the injured victims. He was also requested to help develop a "plan" on how to extricate the injured victims. After this request was made, Engineer Smith "donned" the proper safety belt. According to Engineer Smith, the Station 151 firefighters who were on the ladder "came down" and he climbed the ladder to assist with the treatment of the injured victims.

Once he arrived at the platform portion of the ladder, he spoke with Green Valley Fire District Captain Jeffrey Mooney. According to Engineer Smith, Captain Mooney provided him with a briefing as to what had occurred and the extent of injuries. Additionally, Engineer Smith and Captain Mooney discussed the "options" they had on the extrication of the victims. At some point, Engineer Smith was told another ladder truck would be responding to the scene.

Engineer Smith stated the space on the platform was very limited and two of the victims were sitting on the floor of the platform. He and Captain Mooney attempted to immobilize the injuries on the victims and attempted to make them as comfortable as possible until the second ladder truck arrived.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/29/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

During further questioning, Engineer Smith stated the platform was deformed from the ladder failure. He did not notice any of the injured victims being trapped in place by the deformity. Engineer Smith indicated, as he attempted to "get footing," he kicked out one of the panels of the platform so he could stand on the ladder below the platform.

After the Pascua Yaqui Fire Department ladder truck arrived and was set up, the victims that could stand were evacuated first. According to Engineer Smith, as the victims were being transferred to the Pascua Yaqui Fire Department ladder truck, the victims' safety belts were attached to the rescue platform.

Engineer Smith stated once the rescue of the four civilians and Captain Mooney had occurred, he and the other Station 154 crew members were released from the scene and allowed to return to their "quarters."

Detective Johnson explained while conducting this investigation, he had reviewed the daily/weekly truck check (inspection) sheets. During the review, he had found, on one hundred and nine occasions, either an inspection was not completed or the truck was not inspected at all.

During the interview, Engineer Smith was asked if he was considered to be a float engineer for the Green Valley Fire District. Engineer Smith stated on occasion he had floated to other fire stations as an engineer; however, for the most part he has been temporarily assigned to other fire stations as an acting captain. Engineer Smith stated he could not recall ever being assigned to the ladder truck when an inspection was required to be completed.

Throughout his career, Engineer Smith has attended numerous aerial apparatus operator training. He has also attended and successfully completed training that allows him to be an evaluator through the Texas A&M University.

When asked, Engineer Smith stated he was "sure" he had completed an inspection of the ladder truck. However, he has been assigned to Station 151 as an acting captain and not as an engineer actually assigned to the ladder truck.

After the Green Valley Fire District took delivery of the ladder truck, either "one or two" representatives from the manufacturer, the Sutphen Corporation, provided a "short" training class on the operation of the ladder truck. According to Engineer Smith, the training also included basic maintenance of the truck. Engineer Smith stated during the initial training, the Sutphen representative did review the grease fittings, the cables and how to adjustment the cables. Engineer Smith was "sure" the Sutphen representative discussed the time table of how often various components are to be lubricated; however, Engineer Smith stated the time table is listed in the ladder truck Operator and Service Manual.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/29/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Engineer Smith was also "sure" the Sutphen representative explained how much drop there was to be in the cables. The Sutphen representative also demonstrated how to adjust the cables.

Engineer Smith stated he has experience as a pilot, and with that type of experience, you do everything from a check list and nothing is done from memory. He felt an inspection of the ladder truck should also be conducted utilizing a check list. Engineer Smith was unaware of who at the Green Valley Fire District developed their check list, but he thought the check list was developed from the Operator and Service Manual.

Based on his knowledge and mechanical abilities Engineer Smith would feel comfortable in lubricating the pulleys and the cables. Other than the initial familiarization training, Engineer Smith could not recall ever adjusting the cables. Additionally, Engineer Smith stated he had never lubricated the pulleys.

As far as the rescue is concerned, Engineer Smith felt the equipment he utilized during the rescue functioned properly. He also felt the training he has received was adequate enough to perform his duties on the day of the incident.

He was unable to identify any policy or procedure issue during the incident.

As far as the ladder truck is concerned, Engineer Smith stated he felt the training he had received was adequate enough to properly operate and maintain the ladder truck. However, he felt since he has not been assigned to the truck on a regular basis, he would not feel comfortable in lubricating and making adjustments on the truck without referring to the manual.

Engineer Smith was aware that there are numerous reasons why an inspection of the truck may not be completed or conducted. He thought there was no question that the Green Valley Fire District needed to do a "better job" in documentation. He felt a possible solution could be "something as simple as a white board" in the vehicle bay reflecting when the last time the pulleys were lubricated, the cables were adjusted or when repairs were made.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/29/2012	Sergeant J. Lane, #3759

TEXAS ENGINEERING EXTENSION SERVICE

The Texas A&M University System

As an accredited agency of the
National Board on Fire Service Professional Qualifications

Hereby certifies

Timothy Smith

as

Fire Apparatus Driver/Operator: Aerial

(NFPA 1002 2003 Ed.)

September 18, 2008



2-207208

Gary F. Sera, Director
Texas Engineering Extension Service

Les Bunte, Division Director
Emergency Services Training Institute

Dr. Thomas Sturlavant, Program Manager
Curriculum, Certification and Evaluation



Green Valley Fire District

1285 W Camino Encanto Green Valley, AZ 85622

Phone: (520) 625-9400 / Fax: (520) 625-7122

STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case. MA
2. I have the right to be informed of the any and all allegations involved. MA
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable. PC
4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings. PC
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings. PC
6. I may request a person of my choice to be present to serve as a Support Observer during interviews. PC
7. As a District employee, I am required to answer questions related to this incident. EM
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination. PC

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

[Signature]
Employee's Signature

9-18-2012
Date

[Signature]
District Representative's Signature

9/18/12
Date

#2479
Investigator's Signature

9-18-2012 1354
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER:	2012-034900
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Person Interviewed: Dan Modrzejewski
Age: 39
Occupation: Firefighter/Captain
Employer: Green Valley Fire District
Business Address: 1285 West Camino Encanto
Green Valley, Arizona 85622
Business Telephone: (520) 625-9400

SYNOPSIS:

On September 18, 2012, Green Valley, Arizona Fire District Captain Dan Modrzejewski was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Tuesday, September 18, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of Green Valley, Arizona Fire District Captain Dan Modrzejewski. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012 and the maintenance of the platform apparatus.

The interview was conducted at the Green Valley Fire District Station 151 located at 250 North La Canada Drive in Green Valley, Arizona. The interview began at approximately 1356 hours and it concluded at approximately 1405 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Captain Modrzejewski was provided with a Green Valley Fire District "Garrity" Statement of Rights form. Captain Modrzejewski was asked to read and sign the statement of rights form. Captain Modrzejewski requested a support observer be present during the interview and after his request, he was provided with a Green Valley Fire District Support Observer Agreement form. Captain Modrzejewski was asked to read and sign the support agreement form. He agreed to allow Green Valley Fire District Human Recourse Representative Jan Hutton act as his support observer during the interview.

Captain Modrzejewski was asked if he had any questions regarding the statement of rights and/or the support observer agreement. Captain Modrzejewski stated he understood both forms and he did not have any questions regarding either form.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/23/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Captain Modrzejewski has been employed by the Green Valley Fire District for approximately ten years and he has a badge number of 149.

On August 15, 2012, Captain Modrzejewski was on duty and assigned to Green Valley Fire District Station 153 located at 210 East Continental Drive in Green Valley. On August 15, 2012, Station 153 was manned by Captain Modrzejewski, Engineer John O'Campo, and Firefighters Salvadore Taormina and Anthony Taylor.

Captain Modrzejewski stated Fire Station 153 received a dispatch request to respond to Green Valley Fire District Station 151. Captain Modrzejewski stated the initial information provided about the call at Station 151 was for an unknown medical emergency.

After leaving Station 153, Captain Modrzejewski and Engine 153 responded to Station 151 with emergency lights and siren activated. As Engine 153 was en route to Station 151, Green Valley Fire District Operations Division Chief Charles Wunder, advised Captain Modrzejewski Engine 153 was to enter Station 151's south entrance and stage near the "gas pumps."

As Engine 153 entered the southeast parking lot of Station 151, Captain Modrzejewski and the crew of Engine 153 noticed the ladder truck with three individuals standing in the "bucket" (platform). Soon thereafter, Captain Modrzejewski noticed a metal door from the platform was on the ground and the cables from the ladder were "hanging down."

After arriving, Captain Modrzejewski met with Chief Wunder. During this meeting, Engine 153 was assigned as the rescue/extrication of the five injured victims. Captain Modrzejewski suggested another ladder truck should respond to the scene to assist with the extrication of the injured victims. After a ladder truck from the Pascua Yaqui Fire Department was requested to respond, Captain Modrzejewski and his crew were assigned to coordinate the rescue effort. According to Captain Modrzejewski, he and his crew "practiced" on the ground how they would perform the rescue.

After the Pascua Yaqui Fire Department ladder truck arrived, Firefighter Taormina and Pascua Yaqui Fire Department Engineer Michael Toma assisted with the rescue of the victims. Once an injured victim was removed from the Green Valley Fire District ladder truck, the victim was lowered to the ground and Firefighter Taylor "assisted" the victim to an ambulance.

Captain Modrzejewski was unable to identify any additional equipment needs during this incident.

Captain Modrzejewski felt the training he has been provided was adequate which allowed him to perform his duties on the day of the incident.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/23/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Captain Modrzejewski was unable to identify any policy issue that prevented him from completing his duty assignments on the day of the incident.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. . Johnson	2479		10/23/2012	Sergeant J. Lane, #3759



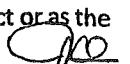
Green Valley Fire District

1285 W Camino Encanto Green Valley, AZ 85622

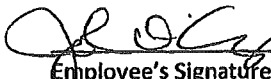
Phone: (520) 625-9400 / Fax: (520) 625-7122

STATEMENT OF RIGHTS

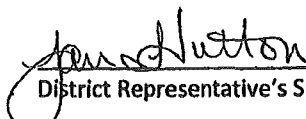
Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case. 
2. I have the right to be informed of the any and all allegations involved. 
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable. 
4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings. 
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings. 
6. I may request a person of my choice to be present to serve as a Support Observer during interviews. 
7. As a District employee, I am required to answer questions related to this incident. 
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination. 

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.


Employee's Signature

9/20/12
Date


District Representative's Signature

9/20/12
Date

#2474
Investigator's Signature

9/20/2012 1101
Date



Green Valley Fire District

1285 W Camino Encanto Green Valley, AZ 85622

Phone: (520) 625-9400 / Fax: (520) 625-7122

SUPPORT OBSERVER AGREEMENT

1. John Hutton, have agreed to be a Support Observer for John O'Campo, a Green Valley Fire District employee, throughout the administrative investigation process started this 20 day of Sept, 2012.

2. I am not a witness to nor do I have any involvement in the incident under investigation

3. I am neither in the chain of command nor under the direct supervision of the above named employee.

4. I understand that no confidentiality exists regarding any communication between the above named employee and me as the Support Observer. I am expected to follow the Green Valley Fire District Code of Conduct with respect to any disclosure of information during this investigation.

5. I understand that I may be present at all investigative interviews and meetings between the employee and any portion or all of their supervisory staff but my role is only as a non-participatory observer.

6. I may interrupt an interview to request to speak with the employee privately, but this request will only be granted at the discretion of the investigator.

7. Throughout the investigation and possible subsequent supervisory review, I will not act as an advocate on behalf of the employee. I may, however participate in a passive role as a coach to provide information to the employee during the supervisory review.

8. I may be a Support Observer to an employee as long as it does not adversely affect my own job performance as determined by my supervisor or put the District at risk for operational readiness.

9. I may cancel my agreement to be the Support Observer at any time throughout the administrative investigation process

ACKNOWLEDGEMENT: I have read and understand the above agreement as indicated by my initials.

[Signature]
Employee's Signature

9/20/12
Date

John Hutton
Support Observer's Signature

9/20/12
Date

#1476
Investigator's Signature

9/20/2012 1101
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Person Interviewed: John O'Campo
Age: 38
Occupation: Firefighter/Engineer
Employer: Green Valley Fire District
Business Address: 1285 West Camino Encanto
Green Valley, Arizona 85622
Business Telephone: (520) 625-9400

SYNOPSIS:

On September 20, 2012, Green Valley, Arizona Fire District Firefighter/Engineer John O'Campo was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Thursday, September 20, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of Green Valley, Arizona Fire District Firefighter/Engineer John O'Campo. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at the Green Valley Fire District Station 151 located at 250 North La Canada Drive in Green Valley. The interview began at approximately 1105 hours and it concluded at approximately 1121 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Engineer O'Campo was provided with a Green Valley Fire District "Garrity" Statement of Rights form. Engineer O'Campo was asked to read and sign the statement of rights form. Engineer O'Campo requested a support observer be present during the interview and after his request, he was provided with a Green Valley Fire District Support Observer Agreement form. Engineer O'Campo was asked to read and sign the support agreement form and agreed to allow Green Valley Fire District Human Recourse Representative Jan Hutton act as his support observer during the interview.

Engineer O'Campo was asked if he had any questions regarding the statement of rights and/or the support observer agreement. Firefighter O'Brien stated he understood both forms and he did not have any questions regarding either form.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/25/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Engineer O'Campo has been employed by the Green Valley Fire District for approximately ten years and his badge number is 152. On the date of the interview, Engineer O'Campo was assigned to Green Valley Fire District Station 153 located at 210 East Continental Drive in Green Valley.

Engineer O'Campo stated the Green Valley Fire District provided the training for him to become an engineer. The instructor for the training was former Green Valley Fire District Battalion Chief Scott Van Boerum. Engineer O'Campo could not recall the exact date of his training; however, he felt it was three or four years prior to the date of the interview. Engineer O'Campo stated he did receive a certification for successfully completing the training.

Engineer O'Campo stated he did attend an aerial apparatus course of instruction. This training was also provided by the Green Valley Fire District. However, the training was instructed by the Tucson, Arizona Fire Department. According to Engineer O'Campo, the training consisted of generalized operation of the aerial apparatus.

Engineer O'Campo stated he had not received any specialized maintenance training for the Green Valley Fire District ladder truck. The maintenance training he did receive was by following Green Valley Fire District Engineer Paul Miller as he inspected the ladder truck. Engineer O'Campo stated during the inspections they would check for any obvious defects on the ladder and the ladder beams. They would lubricate the beams and the pulleys. Engineer O'Campo indicated the training did not "go too far" past that information. Engineer O'Campo recalled being told if a defect with the cable was discovered, he was to "say something about it" and place the truck out of service.

According to Engineer O'Campo, he was told in order to check the cables he was to extend the ladder and to look for obvious defects. He was to ensure the cables were not sagging; however, he was not provided with specific information about the proper tension of the cables. He was instructed to pull on the cable to see if the cable was too loose. When he pulled on the cables, Engineer O'Campo stated the cables did not appear to be too loose or too tight. Engineer O'Campo stated he did not see Engineer Miller adjust the cables of the ladder.

Engineer O'Campo was told the pulleys needed to be lubricated and he had observed Engineer Miller lubricate the pulleys; however, he was unaware if he had lubricated all of the pulleys on the ladder. During further questioning, Engineer O'Campo could not recall exactly how often Engineer Miller lubricated the pulleys. Engineer O'Campo stated he did not lubricate the pulleys of the ladder.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/25/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Engineer O'Campo stated, with the training he has received to date, he would feel comfortable in lubricating the pulleys of the ladder truck. However, because he has not received training in how to make adjustments to the cables and he has not watched anyone adjust the cables, he would not feel comfortable in making adjustments to the cables. Additionally, based on the training he had received to date, he would not be comfortable in maintaining the ladder truck.

Engineer O'Campo felt there are Green Valley Fire District personnel who are mechanically inclined and can "fix anything." There are also personnel who are not mechanically inclined and there is an imbalance because of this. To avoid this issue, he felt it "would be good" to have a trained mechanic perform the cable adjustments and lubricate the pulleys.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/25/2012	Sergeant J. Lane, #3759



Green Valley Fire District

1285 W Camino Encanto Green Valley, AZ 85622

Phone: (520) 625-9400 / Fax: (520) 625-7122

SUPPORT OBSERVER AGREEMENT

I, Jan Hutton, have agreed to be a Support Observer for Sal Taormina, a Green Valley Fire District employee, throughout the administrative investigation process started this 20 day of Sept, 2012.

2. I am not a witness to nor do I have any involvement in the incident under investigation
3. I am neither in the chain of command nor under the direct supervision of the above named employee.
4. I understand that no confidentiality exists regarding any communication between the above named employee and me as the Support Observer. I am expected to follow the Green Valley Fire District Code of Conduct with respect to any disclosure of information during this investigation.
5. I understand that I may be present at all investigative interviews and meetings between the employee and any portion or all of their supervisory staff but my role is only as a non-participatory observer.
6. I may interrupt an interview to request to speak with the employee privately, but this request will only be granted at the discretion of the investigator.
7. Throughout the investigation and possible subsequent supervisory review, I will not act as an advocate on behalf of the employee. I may, however participate in a passive role as a coach to provide information to the employee during the supervisory review.
8. I may be a Support Observer to an employee as long as it does not adversely affect my own job performance as determined by my supervisor or put the District at risk for operational readiness.
9. I may cancel my agreement to be the Support Observer at any time throughout the administrative investigation process

ACKNOWLEDGEMENT: I have read and understand the above agreement as indicated by my initials.

[Signature]
Employee's Signature

9/20/2012
Date

Janice Hutton
Support Observer's Signature

9/20/12
Date

#2479
Investigator's Signature

9/20/12 1124
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Person Interviewed: Salvatore Taormina
Age: 31
Occupation: Firefighter
Employer: Green Valley Fire District
Business Address: 1285 West Camino Encanto
Green Valley, Arizona 85622
Business Telephone: (520) 625-9400

SYNOPSIS:

On September 20, 2012, Green Valley, Arizona Fire District Firefighter Salvatore Taormina was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Thursday, September 20, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of Green Valley, Arizona Fire District Firefighter Salvatore James Taormina. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at the Green Valley Fire District Station 151 located at 250 North La Canada Drive in Green Valley. The interview began at approximately 1125 hours and it concluded at approximately 1132 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Firefighter Taormina was provided with a Green Valley Fire District "Garrity" Statement of Rights form. Firefighter Taormina was asked to read and sign the statement of rights form. Firefighter Taormina requested a support observer be present during the interview and after his request, he was provided with a Green Valley Fire District Support Observer Agreement form. Firefighter Taormina was asked to read and sign the support agreement form and agreed to allow Green Valley Fire District Human Recourse Representative Jan Hutton act as his support observer during the interview.

Firefighter Taormina was asked if he had any questions regarding the statement of rights and/or the support observer agreement. Firefighter Taormina stated he understood both forms and she did not have any questions regarding either form.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/29/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Firefighter Taormina has been employed by the Green Valley Fire District for over two years and he has a badge number of 177. He is also a certified paramedic.

On August 15, 2012 Firefighter Taormina was on duty and stationed at Green Valley Fire District Station 153 located at 210 East Continental Drive in Green Valley. Firefighter Taormina recalled the station crew, which consisted of Captain Dan Modrzejewski, Engineer John O'Campo, Firefighter Anthony Taylor and himself, was eating dinner when they received a request for assistance at the Green Valley Fire District Station 151 located at 250 North La Canada Drive in Green Valley.

As they were en route to Station 151, Engine 153 was provided with updated information and instruction on where to stage from Green Valley Fire District Operations Division Chief Charles Wunder.

According to Firefighter Taormina, once they arrived on scene, Captain Modrzejewski contacted Chief Wunder and received their assignment. Soon thereafter, Captain Modrzejewski advised the Engine 153 crew they would be in charge of extrication of the injured victims. Firefighter Taormina's duties were to assist with the transfer of the victims from one aerial apparatus to another. This investigation revealed the Green Valley Fire District had requested the assistance of another ladder truck and the Pascua Yaqui Fire Department responded to the call for assistance.

Firefighter Taormina stated after he arrived at the scene, he observed the ladder portion of the Green Valley Fire District ladder extended into the air. He noticed a door from the platform portion on the ground and cables dangling from the ladder.

Initially, Firefighter Taormina and Firefighter Taylor were assigned to the transfer of the victims. According to Firefighter Taormina, they practiced the transfer procedure before the Pascua Yaqui Fire Department ladder truck arrived on scene.

At some point, due to familiarity with the Pascua Yaqui Fire Department ladder truck, a decision was made that one of the Pascua Yaqui Fire Department "operators" would assist with the transfer operation. After the Pascua Yaqui Fire Department arrived on scene, Firefighter Taormina assisted with the transfer of the injured victims from the Green Valley Fire District ladder truck, to the Pascua Yaqui Fire Department ladder truck and then to the ground. He then handed the victims off to the awaiting emergency medical crews. Soon thereafter, Firefighter Taormina concluded his involvement with the incident.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/29/2012	Sergeant J. Lane, #3759



Green Valley Fire District

1285 W Camino Encanto Green Valley, AZ 85622

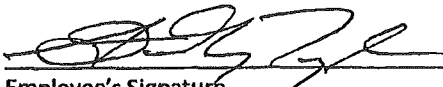
Phone: (520) 625-9400 / Fax: (520) 625-7122

STATEMENT OF RIGHTS

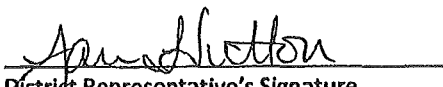
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4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings. 
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings. 
6. I may request a person of my choice to be present to serve as a Support Observer during interviews. 
7. As a District employee, I am required to answer questions related to this incident. 
8. If I refuse to answer questions related to the performance of my routine duties, I may be subject to progressive discipline up to and including termination. 

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.


Employee's Signature

9/20/12
Date


District Representative's Signature

9/20/12
Date

#2479
Investigator's Signature

9/120/12 1015
Date



Green Valley Fire District

1285 W Camino Encanto Green Valley, AZ 85622

Phone: (520) 625-9400 / Fax: (520) 625-7122

SUPPORT OBSERVER AGREEMENT

I, Jan Hutton, have agreed to be a Support Observer for Anthony Taylor, a Green Valley Fire District employee, throughout the administrative investigation process started this 20 day of Sept, 2012.

2. I am not a witness to nor do I have any involvement in the incident under investigation
3. I am neither in the chain of command nor under the direct supervision of the above named employee.
4. I understand that no confidentiality exists regarding any communication between the above named employee and me as the Support Observer. I am expected to follow the Green Valley Fire District Code of Conduct with respect to any disclosure of information during this investigation.
5. I understand that I may be present at all investigative interviews and meetings between the employee and any portion or all of their supervisory staff but my role is only as a non-participatory observer.
6. I may interrupt an interview to request to speak with the employee privately, but this request will only be granted at the discretion of the investigator.
7. Throughout the investigation and possible subsequent supervisory review, I will not act as an advocate on behalf of the employee. I may, however participate in a passive role as a coach to provide information to the employee during the supervisory review.
8. I may be a Support Observer to an employee as long as it does not adversely affect my own job performance as determined by my supervisor or put the District at risk for operational readiness.
9. I may cancel my agreement to be the Support Observer at any time throughout the administrative investigation process

ACKNOWLEDGEMENT: I have read and understand the above agreement as indicated by my initials.

[Signature]
Employee's Signature

9/20/12
Date

[Signature]
Support Observer's Signature

9/20/12
Date

[Signature]
Investigator's Signature

9/20/12 1015
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Person Interviewed: Anthony Taylor
Age: 34
Occupation: Firefighter
Employer: Green Valley Fire District
Business Address: 1285 West Camino Encanto
Green Valley, Arizona 85622
Business Telephone: (520) 625-9400

SYNOPSIS:

On September 20, 2012, Green Valley, Arizona Fire District Firefighter Anthony Taylor was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Thursday, September 20, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of Green Valley, Arizona Fire District Firefighter Anthony Taylor. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at the Green Valley Fire District Station 151 located at 250 North La Canada Drive in Green Valley. The interview began at approximately 1016 hours and it concluded at approximately 1024 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Firefighter Taylor was provided with a Green Valley Fire District "Garrity" Statement of Rights form. Firefighter Taylor was asked to read and sign the statement of rights form. Firefighter Taylor requested a support observer be present during the interview and after his request, he was provided with a Green Valley Fire District Support Observer Agreement form. Firefighter Taylor was asked to read and sign the support agreement form and agreed to allow Green Valley Fire District Human Recourse Representative Jan Hutton act as his support observer during the interview.

Firefighter Taylor was asked if he had any questions regarding the statement of rights and/or the support observer agreement. Firefighter Taylor stated he understood both forms and he did not have any questions regarding either form.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/29/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Firefighter Taylor has been employed by the Green Valley Fire District for approximately five months and he has a badge number of 189.

On August 15, 2012, Firefighter Taylor was on duty and stationed at Green Valley Fire District Station 153 located at 210 East Continental Drive in Green Valley. Firefighter Taylor recalled the station crew on duty at the time consisted of Captain Dan Modrzejewski, Engineer John O'Campo, Firefighter Salvadore Taormina and himself. According to Firefighter Taylor, they received a request for assistance at the Green Valley Fire District Station 151 located at 250 North La Canada Drive in Green Valley.

As engine 153 was arriving at Station 151, Firefighter Taylor saw the ladder portion of the Green Valley Fire District ladder truck was extended into the air.

After Engine 153 arrived at the scene, they were staged near the fuel facility and according to Firefighter Taylor, they were assigned to assist with the extrication of the injured victims. At some point, Firefighter Taylor was told the Pascua Yaqui Fire Department would be responding to assist with the rescue of the injured victims. Soon after being told this, Firefighter Taylor located himself at the front of Station 151 and waited until the Pascua Yaqui Fire Department arrived.

After the Pascua Yaqui Fire Department arrived, Captain Modrzejewski and Firefighter Taylor directed them where to stage. According to Firefighter Taylor, soon thereafter, he donned an aerial safety harness to assist with the extrication of the injured victims. Firefighter Taylor was then told he was going to assist the victims off of the Pascua Yaqui Fire Department platform and take them over to the medical crew. Firefighter Taylor also assisted with loading one of the victims onto the medivac helicopter.

Firefighter Taylor felt the training he had been provided was adequate for the incident he encountered on August 15, 2012.

Firefighter Taylor stated his equipment functioned properly and he was unable to identify any issues with his assigned equipment.

Firefighter Taylor was unable to identify any policy or procedure issues which caused him concern during the incident.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/29/2012	Sergeant J. Lane, #3759



Green Valley Fire District

1285 W CAMINO ENCANTO GREEN VALLEY, AZ 85622

PHONE: (520) 625-9400 / FAX: (520) 625-7122

STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case. _____
2. I have the right to be informed of the any and all allegations involved. _____
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable. _____
4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings. _____
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings. _____
6. I may request a person of my choice to be present to serve as a Support Observer during interviews. _____
7. As a District employee, I am required to answer questions related to this incident. _____
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination. _____

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.


Employee's Signature

9-18-12
Date


District Representative's Signature

9/18/12
Date

 #2478
Investigator's Signature

9/18/12 1022
Date



Green Valley Fire District

1285 W CAMINO ENCANTO GREEN VALLEY, AZ 85622

PHONE: (520) 625-9400 / FAX: (520) 625-7122

SUPPORT OBSERVER AGREEMENT

1. I, Jan Hutton, have agreed to be a Support Observer for Joshua Cavell, a Green Valley Fire District employee, throughout the administrative investigation process started this 18 day of Sept, 2012.

2. I am not a witness to nor do I have any involvement in the incident under investigation

3. I am neither in the chain of command nor under the direct supervision of the above named employee.

4. I understand that no confidentiality exists regarding any communication between the above named employee and me as the Support Observer. I am expected to follow the Green Valley Fire District Code of Conduct with respect to any disclosure of information during this investigation.

5. I understand that I may be present at all investigative interviews and meetings between the employee and any portion or all of their supervisory staff but my role is only as a non-participatory observer.

6. I may interrupt an interview to request to speak with the employee privately, but this request will only be granted at the discretion of the investigator.

7. Throughout the investigation and possible subsequent supervisory review, I will not act as an advocate on behalf of the employee. I may, however participate in a passive role as a coach to provide information to the employee during the supervisory review.

8. I may be a Support Observer to an employee as long as it does not adversely affect my own job performance as determined by my supervisor or put the District at risk for operational readiness.

9. I may cancel my agreement to be the Support Observer at any time throughout the administrative investigation process

ACKNOWLEDGEMENT: I have read and understand the above agreement as indicated by my initials.

John Can
Employee's Signature

9-18-12
Date

Jan Hutton
Support Observer's Signature

9/18/12
Date

#2479
Investigator's Signature

9/18/12 1022
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Person Interviewed: Joshua Cavell
Age: 34
Occupation: Firefighter/Paramedic
Employer: Green Valley Fire District
Business Address: 1285 West Camino Encanto
Green Valley, Arizona 85622
Business Telephone: (520) 625-9400

SYNOPSIS:

On September 18, 2012, Green Valley Fire District Firefighter/Paramedic Josh Cavell was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Tuesday, September 18, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of Green Valley, Arizona Fire District Firefighter/ Paramedic Joshua Cavell. The interview was in reference to an administrative investigation being conducted at the request of the Green Valley, Arizona Fire District into an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at Green Valley Fire District Station 151, located at 250 North La Canada Drive in Green Valley, Arizona. The interview began at approximately 1043 hours, and it concluded at approximately 1052 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Firefighter/Paramedic Cavell was provided with a Green Valley Fire District "Garrity" Statement of Rights form. Firefighter/Paramedic Cavell was asked to read and sign the statement of rights form. Firefighter/Paramedic Cavell requested a support observer be present during the interview and after his request he was provided with a Green Valley Fire District Support Observer Agreement form. Firefighter/Paramedic Cavell was asked to read and sign the support agreement form and agreed to allow Green Valley Fire District Human Recourse Representative Jan Hutton act as his support observer during the interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/09/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Firefighter/Paramedic Cavell was asked if he had any questions regarding the statement of rights and/or the support observer agreement. Firefighter/Paramedic Cavell stated he understood both forms and he did not have any questions regarding either form.

At the time of the interview, Firefighter/Paramedic Cavell had been employed by the Green Valley Fire District for approximately two years and he has a badge number of 0171. His job title was that of a firefighter/paramedic. On August 15, 2012, Firefighter/Paramedic Cavell was assigned to Green Valley Fire District, Station 154, located at 1691 West Duval Commerce Road in Sahuarita, Arizona.

Firefighter/Paramedic Cavell recalled on August 15, 2012, at "around dinner time," he and other Green Valley Fire District personnel received a request to respond to Green Valley Fire District Station 151 for an emergency medical incident. Firefighter/Paramedic Cavell stated there was no clarification as to what the emergency medical incident was.

Initially, Green Valley Fire District Engine 154 did not respond with emergency lights or siren activated because they did not know if this was an actual emergency or if it was some sort of drill. Firefighter/Paramedic Cavell stated Green Valley Fire District Captain Melissa Smith asked the Green Valley Fire District dispatcher for clarification as to the nature of the call and if the call was an emergency situation.

Soon thereafter, Firefighter/Paramedic Cavell overheard Green Valley Fire District Operations Chief Charles Wunder ask for a medivac helicopter to respond and requested additional emergency personnel to respond. Firefighter/Paramedic Cavell stated after hearing this information, they realized this was an emergency situation, it was not a drill and they began responding with their emergency lights and siren activated.

Firefighter/Paramedic Cavell believed Engine 154 and Engine 153 arrived at Station 151 at approximately the same time. Engine 154 was positioned and staged in the front bay and upon their arrival; members of Engine 154 were assigned to handle the medical treatment of the injured.

Firefighter/Paramedic Cavell noticed upon their arrival, there were a lot of people "going around" and the scene was chaotic. Firefighter/Paramedic Cavell also noticed the door of the "ladder bucket" was on the ground, the cable had "snapped" and people were in the bucket (platform).

Firefighter/Paramedic Cavell assisted Captain Smith with the staging of the responding emergency medical personnel. He recorded what units were on scene and what patients were being cared for by those units. Additionally, Firefighter/Paramedic Cavell recorded what emergency units were leaving the area and monitored the radio for emergency traffic for Captain Smith.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/09/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Firefighter/Paramedic Cavell assisted with removing patients from the Pascua Yaqui Fire Department ladder truck; however, he did not provide medical care to the injured patients.

Firefighter/Paramedic Cavell stated he felt the equipment provided to him during this incident performed adequately and he had sufficient equipment to perform his duties properly. Firefighter/Paramedic Cavell felt his training as a paramedic was adequate enough to perform his duties during the incident. He also felt the established policies and procedures did not conflict with his ability to perform his duties during the incident.

For further details regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/09/2012	Sergeant J. Lane, #3759



Green Valley Fire District

1285 W CAMINO ENCANTO GREEN VALLEY, AZ 85622

PHONE: (520) 625-9400 / FAX: (520) 625-7122

STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case.

MF

2. I have the right to be informed of the any and all allegations involved.

MF

3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable.

MF

4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings.

MF

5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings.

MF

6. I may request a person of my choice to be present to serve as a Support Observer during interviews.

MF

7. As a District employee, I am required to answer questions related to this incident.

MF

8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination.

MF

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

MF
Employee's Signature

9-18-12
Date

Jan Hutton
District Representative's Signature

9/18/12
Date

#2479
Investigator's Signature

9/18/12 1102
Date



Green Valley Fire District

1285 W CAMINO ENCANTO GREEN VALLEY, AZ 85622

PHONE: (520) 625-9400 / FAX: (520) 625-7122

SUPPORT OBSERVER AGREEMENT

1. I, Jan Hutton, have agreed to be a Support Observer for Mike Fazio, a Green Valley Fire District employee, throughout the administrative investigation process started this 18 day of Sept, 2012.

2. I am not a witness to nor do I have any involvement in the incident under investigation

3. I am neither in the chain of command nor under the direct supervision of the above named employee.

4. I understand that no confidentiality exists regarding any communication between the above named employee and me as the Support Observer. I am expected to follow the Green Valley Fire District Code of Conduct with respect to any disclosure of information during this investigation.

5. I understand that I may be present at all investigative interviews and meetings between the employee and any portion or all of their supervisory staff but my role is only as a non-participatory observer.

6. I may interrupt an interview to request to speak with the employee privately, but this request will only be granted at the discretion of the investigator.

7. Throughout the investigation and possible subsequent supervisory review, I will not act as an advocate on behalf of the employee. I may, however participate in a passive role as a coach to provide information to the employee during the supervisory review.

8. I may be a Support Observer to an employee as long as it does not adversely affect my own job performance as determined by my supervisor or put the District at risk for operational readiness.

9. I may cancel my agreement to be the Support Observer at any time throughout the administrative investigation process

ACKNOWLEDGEMENT: I have read and understand the above agreement as indicated by my initials.

[Signature]
Employee's Signature

9-18-12
Date

[Signature]
Support Observer's Signature

9/18/12
Date

[Signature]
Investigator's Signature

9/18/12 1102
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Person Interviewed: Michael Fazio
Age: 35
Occupation: Firefighter
Employer: Green Valley Fire District
Business Address: 1285 West Camino Encanto
Green Valley, Arizona 85622
Business Telephone: (520) 625-9400

SYNOPSIS:

On September 18, 2012, Green Valley Fire District Firefighter Michael Fazio was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Tuesday, September 18, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of Green Valley, Arizona Fire District Firefighter Michael Fazio. The interview was in reference to an administrative investigation being conducted at the request of the Green Valley, Arizona Fire District into an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012 and the maintenance of the platform apparatus.

The interview was conducted at Green Valley Fire District Station 151, located at 250 North La Canada Drive in Green Valley, Arizona. The interview began at approximately 1102 hours and it concluded at approximately 1116 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Firefighter Fazio was provided with a Green Valley Fire District "Garrity" Statement of Rights form. Firefighter Fazio was asked to read and sign the statement of rights form. After reading the form, Firefighter Fazio signed the form and indicated he did not have any questions regarding the form. Firefighter Fazio requested a support observer be present during the interview and after his request he was provided with a Green Valley Fire District Support Observer Agreement form. Firefighter Fazio was asked to read and sign the support agreement form and agreed to allow Green Valley Fire District Human Recourse Representative Jan Hutton to act as his support observer during the interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/16/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Firefighter Fazio has been employed by the Green Valley Fire District since April of 2012. His badge number is 185 and he is a certified Emergency Medical Technician. He is stationed at Green Valley Fire District Station 154, located at 1691 West Duval Commerce Court in Sahuarita, Arizona.

On August 15, 2012 Firefighter Fazio was on duty and stationed at Fire Station 154. At around "dinner time," Station 154 received an emergency medical service call from the Green Valley Fire District dispatcher. The request was for Station 154 to respond to Station 151, located at 250 North La Canada Drive in Green Valley. Initially, Firefighter Fazio and other Station 154 crew members, which consisted of Captain Melissa Smith, Engineer T. John Smith, and Firefighter/Paramedic Joshua Cravell thought this was a drill instead of an actual emergency.

According to Firefighter Fazio, even though they were asked to respond to the scene with their emergency lights and sirens activated, they still thought this was a drill. While en route to the Station, Green Valley Fire District Captain Melissa Smith requested an update regarding the situation at Station 151. Captain Smith was advised she would be provided an update of the situation when Engine 154 arrived at Station 151.

As Engine 154 was responding to the scene, Firefighter Fazio overheard Green Valley Fire District, Operations Division Chief Charles Wunder request a medivac helicopter also respond to the scene. Firefighter Fazio stated, after hearing Chief Wunder request a helicopter, they realized this was not a drill and an actual medical emergency had occurred at Station 151.

Engine 154 was instructed to stage in the bay area of Station 151, where the ladder truck was normally stowed. As Engine 154 arrived at Station 151, Firefighter Fazio noticed Green Valley Fire District Firefighter/Paramedic Joseph O'Brien "doing something" next to the ladder truck.

Chief Wunder "immediately" met Engine 154 and advised Captain Smith her crew would be assigned to the medical aspect of this incident. Soon thereafter, Chief Wunder told them there had been a catastrophic failure of the ladder truck and "four or five" patients (victims) were involved in the incident. Firefighter Fazio indicated he was unaware of where the patients were located, but soon realized they were all in the "bucket" (platform) of the ladder truck. Soon after their arrival, Firefighter Fazio noticed a cable was hanging from the ladder truck, the door to the platform was "bent open" and he could see a victim lying on the floor of the platform, looking down toward the firefighters.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/16/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Soon thereafter, Captain Smith instructed the Engine 154 crew members to "stage" medical equipment near the ladder truck and prepare for receiving the patients as they were extricated from the ladder truck. Firefighter Fazio staged medical equipment thirty to forty feet south of the ladder truck. The staged medical equipment included five "spine boards", intravenous fluids, cervical collars and other equipment utilized to immobilize an injured patient. After staging the medical equipment, Firefighter Fazio and other crew members of Engine 154 waited for a ladder truck from the Pasqua Yaqui, Arizona Fire Department to arrive to perform the extrication of the injured victims.

Approximately thirty minutes later, the Pasqua Yaqui Fire Department arrived at Station 151. After the Pasqua Yaqui Fire Department arrived, the ladder truck was staged south of the failed ladder truck and the extrication of the victims began.

After each victim was removed from the Green Valley Fire District ladder truck, Firefighter Fazio assisted with securing the patients and he was in charge with ensuring each victim was received by an ambulance crew.

Firefighter Fazio stated the equipment provided to him during the incident was sufficient enough to perform his duties. He was unable to identify any additional equipment which could have assisted him in performing his job duties. Firefighter Fazio stated the equipment he utilized during the incident functioned properly and he was unable to identify equipment issues that prevented him from performing his duties.

Firefighter Fazio felt his training was sufficient to allow him to perform his duties on the day of the incident.

Firefighter Fazio was unable to identify policy or procedure issues that conflicted with his abilities to perform his duties.

For further information regarding this interview, please refer to the audio version of this interview.

Defective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/16/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Person Interviewed: Jodie Underwood
Age: 61
Occupation: Shop Supervisor/Mechanic
Employer: United Fire Equipment Company
Business Address: 335 North 4th Avenue
Tucson, Arizona 85705
Business Telephone: (520) 622-3639

SYNOPSIS:

On October 2, 2012 United Fire Equipment Mechanic Jodie Underwood was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Tuesday, October 2, 2012, Arizona Department of Public Safety Detective Terry Johnson, #2479, conducted a recorded interview of United Fire Equipment Mechanic Jodie Underwood. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

Note: At the beginning of the interview, Detective Johnson mistakenly stated the interview date was on October 12, 2012.

The interview was conducted at the United Fire Equipment Office located at 335 North 4th Avenue in Tucson. The interview began at approximately 1438 hours and it concluded at approximately 1543 hours. Also present during the interview was the President of United Fire Equipment Mr. Daniel Matlick. A complete audio version of this interview will be included with this report.

Mr. Underwood has been employed by the United Fire Equipment Company for approximately four years and his job title is shop supervisor. He has been a mechanic for approximately forty five years with work experience on heavy equipment and "over the road" trucks. Mr. Underwood is a nationally certified Emergency Vehicle Technician and he has held that certification for approximately four and one half years. In order for him to repair Sutphen Corporation fire apparatus', Mr. Underwood has received specialized training from the Sutphen Corporation. According to Mr. Underwood, he attended this training because the United Fire Equipment Company knew the Green Valley Fire District and other local fire departments were purchasing Sutphen vehicles.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/30/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Mr. Underwood stated during the Sutphen training, he was instructed on the time table for lubricating the pulleys. The Sutphen Operator and Service Manual states the ladder pulleys to be lubricated every ten hours or annually, whichever "come first." Mr. Underwood stated the manual is not very "specific" in that wording.

During the interview, Mr. Underwood stated the United Fire Equipment Company "sees" the Green Valley Fire District ladder truck on an annual basis. The United Fire Equipment Company services the ladder truck annually under the National Fire Protection Association requirement. According to Mr. Underwood, "up to this point" the day to day maintenance has been left up to the Green Valley Fire District. The Green Valley Fire District utilizes the services of the United Fire Equipment only when the ladder truck "breaks down" and for the annual inspection.

Mr. Underwood stated during the annual service, it is a bumper to bumper inspection of the truck. The inspection includes inspecting all components on the truck. During the United Fire Equipment inspection, the cables and pulleys are inspected and serviced. He recalled during the 2011 annual inspection, the pulleys were lubricated and the cables were inspected. According to Mr. Underwood, in August the truck was due for the 2012 annual inspection.

Mr. Underwood stated according to the Sutphen Corporation, the annual inspection should take approximately twelve hours to complete. However, Mr. Underwood disagreed with this claim and stated it takes more like twenty-two hours to complete an annual inspection. Additionally, Mr. Underwood stated when a ladder truck is brought in for an annual inspection, more than one technician is assigned to the inspection. According to Mr. Underwood, "for the most part" they follow a check list when conducting the annual inspection.

According to Mr. Underwood, the typical lubricant they use on the pulleys is red in color. During further questioning, Mr. Underwood agreed if the lubricant was not red in color, it meant the lubricant had "been there for a while." Mr. Underwood stated the proper method to lubricate the pulleys is to continue to apply the fresh lubricant until a "slight film" of lubricant starts to develop on the outside of center pins and any excess lubricant is wiped away. Mr. Underwood indicated by lubricating the pulleys in this manner, the old lubricant is pushed out.

Mr. Underwood stated "Sutphen engineering" says "technically" the bearings do not need lubricating. The lubrication is to be more for between the pulley and the "bracket." In Mr. Underwood's opinion, he felt there could be a design issue of where the "grease galley" is located in the center pins versus where "they" really want the grease to be. With the current design, the grease galleys are in the bearing area.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/30/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

The investigation revealed another company, which was identified as being Diversified Inspections also conducts an annual inspection of the truck. According to Mr. Underwood, Diversified Inspections tests the structural aspect of the ladder.

Mr. Underwood recalled on August 16, 2012, he was requested to respond to the Green Valley Fire District, Station 151 located at 250 North La Canada Drive in Green Valley, Arizona. When he arrived at Station 151, his attention was directed to the pulleys that possibly failed. Mr. Underwood stated in his opinion, just looking at the pulleys, it was obvious there was internal damage to the pulleys. Mr. Underwood explained the axis of the pulleys was "offset" and the center of the pulleys had collapsed "a little bit."

During the interview, Detective Johnson reviewed photographs of the damaged pulleys and cables. Detective Johnson asked Mr. Underwood to explain his comment about the axis of the pulley being offset. According to Mr. Underwood, there was between one-half to three-quarters of an inch offset of the center axis of the pin versus the center axis of the pulley.

In a photograph of the pulleys, Mr. Underwood noticed a gap between the pin head and pin. Mr. Underwood stated this would indicate the pin was "gelding itself" and turning. Mr. Underwood stated the pin was designed to be stationary and allow the pulley to turn.

In order to remove the pulley assembly, Mr. Underwood had to utilize hammers to knock the center pins from the pulleys. As he hit the center pins, a black dust (fiber material from the bearing) fell from the pulley assembly. In Mr. Underwood's opinion, this black dust was caused by the bearing being damaged.

When asked, Mr. Underwood stated he recalled seeing some lubricant present; however, he did not feel there was adequate lubricant on the pulleys. He also recalled the lubricant that was present on the exterior portion of the pulleys was red and the lubricant on the interior portion of the pulleys was black.

In photographs of the pins that were removed from the pulleys, Mr. Underwood stated with the bearing failure, the pins were rubbing on the inside of the metal pulleys. This caused stress on the pins, which caused the pins to be damaged on one side. Additionally, Mr. Underwood agreed the pins and pulleys became very hot which caused the pulleys to seize. When asked, Mr. Underwood stated the lubricant he did see associated with the disassembly of the pins and pulleys was older lubricant and it appeared the lubricant had been there for a while.

Mr. Underwood stated when the truck was released to the Green Valley Fire District after the 2011 annual inspection; the truck was in serviceable condition. The pulleys were inspected and the proper measurements were "in place."

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/30/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

In review of photographs showing images of the flanges which hold the pulleys in place, Mr. Underwood noticed damage to the flanges which would indicate the pulleys were moving back and forth.

Mr. Underwood agreed the damage to the bearings, pins and pulleys did not occur overnight. Mr. Underwood thought there should have been a noise every time the ladder was extended and retracted. Mr. Underwood described the noise as being metal on metal rubbing.

Mr. Underwood stated he did not see Detective Johnson and Green Valley Fire District Captain Jason Moore insert the grease fitting back into the pin and then force grease through the grease galley. Detective Johnson explained when lubricant was forced through galley a hard dark colored material exited the grease galley. Mr. Underwood agreed this may have been debris caused by the bearing disintegrating and obstructing the grease galley. According to Mr. Underwood, dependant upon the type of grease gun being utilized, this debris could have prevented the lubricant from getting to the bearing. Mr. Underwood stated, even with a hand grease gun, sufficient pressure could have been developed to force the debris from the grease galley.

In a photograph of the bracket area where the adjustments of the cables are made, Mr. Underwood stated there should be a total of four cables present in this area. However, in the photograph, only two cables were present and Mr. Underwood stated the extend cables were missing. During the interview, Mr. Underwood stated with the cables failing near the cable adjustment bracket, he felt the ladder was near the maximum extension.

Based on his training and experience, in Mr. Underwood's opinion, he felt the failure of the pulleys and cables were possibly the result of two issues. The first could have been the lack of lubrication causing the bearing failure and then possibly someone, unwittingly, adjusting the cables to compensate for the failing pulleys. Mr. Underwood felt the bearings began to fail "considerably earlier" than August 15, 2012. Additionally, Mr. Underwood felt someone who was properly trained would have noticed an issue was developing and/or heard a noise. Secondly, Mr. Underwood felt there may be an issue with the bearing design.

Mr. Underwood was unaware if the Sutphen Corporation had recently changed their design of the bearings. According to Mr. Underwood, with the United Fire Equipment being an authorized Sutphen service center, they would have received updated information regarding changes. He was also unaware of any shop bulletins or recalls from Sutphen regarding the bearings.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/30/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Mr. Underwood expressed a concern for the Teflon type bearing utilized in the Sutphen design. Apparently the bearing can not take much of an impact before it starts to "flatten out" on one side or the other. Besides the Green Valley Fire District ladder truck, he has only worked on one other Sutphen ladder truck and he has not seen this bearing issue "yet."

During the interview, Detective Johnson reminded Mr. Underwood on August 16, 2012, he had stated that he had "not seen" the Green Valley Fire District ladder truck in four months. Mr. Underwood stated he had repaired a leaking relief valve on the ladder.

According to Mr. Underwood, no one from the Green Valley Fire District approached him and explained they did not have the knowledge to properly lubricate the pulleys or properly adjust the cables of the ladder. Mr. Underwood stated when the Green Valley Fire District took delivery of the truck, Sutphen provided extensive training and it was his understanding in part, the training was provided to the engineers at that time. Mr. Underwood was unable to say if that training continued on "correctly."

Mr. Underwood was asked if he would be surprised to learn some of the Green Valley Fire District engineers felt they were not adequately trained to lubricate the pulleys. Mr. Underwood stated this would not surprise him; however, it does not take "rocket science" to lubricate a pulley. By nature, firefighters like "things to be clean and shinny" and Mr. Underwood felt "they" might "shirk" that duty.

"Without pointing fingers," Mr. Underwood felt the Green Valley Fire District needs to improve their maintenance program. He also agreed with some of the Green Valley Fire District engineers who suggested a certified mechanic should be the person who lubricates the pulleys and adjusts the cables. He also felt if "nothing else" a certified mechanic should be utilized as an over sight for the maintenance of the truck.

Mr. Matlick felt with the "low usage" of an apparatus, a department might develop the attitude they do not need the mechanic because of the call load. The less frequently used, the less familiar the department or engineer becomes. He felt the use of an apparatus was important for an engineer in developing their comfort level. This would also provide the engineer with more experience which may assist them to detect any "funny sound" or sound out of the ordinary.

Mr. Underwood stated if every component a fire apparatus has is not tested and inspected on a daily, weekly, monthly and yearly basis, it will not function. He felt for inspection purposes, a "jig" should be developed that would fit over the pulley. This jig would fit over the pulley and would allow a quick visual inspection of the pulley to see if an issue was developing with the pulley.

Mr. Matlick felt the jig should be developed by the Sutphen Corporation and Mr. Underwood felt this should be a service tool provided by the Sutphen Corporation.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/30/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

According to Mr. Underwood, the amount of tension or sag in a cable on a Sutphen ladder truck is a "relative term" by their own definition. Even though other manufactures provide a specific (measurement) amount of sag should be in a cable, the Sutphen Corporation has not provided a specific description as of yet. Mr. Underwood stated all he has been told is to not over tighten the cable and to take the sag out of it. Therefore, the amount of tension is open to an individual's interpretation.

Mr. Underwood explained the design of the pulley and cable system on the Sutphen ladder truck is somewhat complicated. Each set of pulleys and cables interact with each other and each section of the ladder extends and retracts with each other. To ensure each section of the ladder is extending and retracting together is also considered to be a part of the cable adjustment.

Additionally, the fail safe design is in the pulley and cable design. If one cable fails, the other cable is not damaged, then it would act as a fail safe and the ladder would still function. However, in this incident both cables failed.

Mr. Matlick stated "they" (the United Fire Equipment Company) knew the engineers or firefighters took care of small issues but assumed they did all of the "heavy maintenance" on the truck. He said they are unaware if any other company had performed maintenance on the truck.

Mr. Matlick expressed a concern about reported and unreported incidents involving the truck. He explained these incidents as being if the truck was ever used at a fire and was it exposed to excessive heat; or was the ladder ever propped up against a building for support. According to Mr. Matlick, these can contribute to the wear of the equipment. Mr. Matlick felt the day checks conducted by the engineers should not have caused the type of wear seen on the bearings, pulleys and pins.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor	
J. Johnson	2479		10/30/2012	Sergeant J. Lane, #3759	



Green Valley Fire District

1285 W Camino Encanto Green Valley, AZ 85622

Phone: (520) 625-9400 / Fax: (520) 625-7122

STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case. P.C.
2. I have the right to be informed of the any and all allegations involved. P.C.
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable. P.C.
4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings. P.C.
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings. P.C.
6. I may request a person of my choice to be present to serve as a Support Observer during interviews. P.C.
7. As a District employee, I am required to answer questions related to this incident. P.C.
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination. P.C.

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

Philip E. Comaduran
Employee's Signature

9-20-12
Date

James Hutton
District Representative's Signature

9/20/12
Date

#2479
Investigator's Signature

9/20/12 0819
Date



Green Valley Fire District

1285 W Camino Encanto Green Valley, AZ 85622

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SUPPORT OBSERVER AGREEMENT

1. Jan Hutton have agreed to be a Support Observer for Phil Comaduran, a Green Valley Fire District employee, throughout the administrative investigation process started this 20 day of Sept, 2012.
2. I am not a witness to nor do I have any involvement in the incident under investigation
3. I am neither in the chain of command nor under the direct supervision of the above named employee.
4. I understand that no confidentiality exists regarding any communication between the above named employee and me as the Support Observer. I am expected to follow the Green Valley Fire District Code of Conduct with respect to any disclosure of information during this investigation.
5. I understand that I may be present at all investigative interviews and meetings between the employee and any portion or all of their supervisory staff but my role is only as a non-participatory observer.
6. I may interrupt an interview to request to speak with the employee privately, but this request will only be granted at the discretion of the investigator.
7. Throughout the investigation and possible subsequent supervisory review, I will not act as an advocate on behalf of the employee. I may, however participate in a passive role as a coach to provide information to the employee during the supervisory review.
8. I may be a Support Observer to an employee as long as it does not adversely affect my own job performance as determined by my supervisor or put the District at risk for operational readiness.
9. I may cancel my agreement to be the Support Observer at any time throughout the administrative investigation process

ACKNOWLEDGEMENT: I have read and understand the above agreement as indicated by my initials.

Phil Comaduran
Employee's Signature

9-20-12
Date

Jan Hutton
Support Observer's Signature

9/20/12
Date

#2479
Investigator's Signature

9/20/12 0815
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Person Interviewed: Phillip Comaduran
Age: 34
Occupation: Firefighter/Captain
Employer: Green Valley Fire District
Business Address: 1285 West Camino Encanto
Green Valley, Arizona 85622
Business Telephone: (520) 625-9400

SYNOPSIS:

On September 20, 2012, Green Valley Fire District Captain Phillip Comaduran was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Thursday, September 20, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of Green Valley, Arizona Fire District Captain Phillip Comaduran. The interview was in reference to an administrative investigation being conducted at the request of the Green Valley, Arizona Fire District into an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at Green Valley Fire District Station 151, located at 250 North La Canada Drive in Green Valley, Arizona. The interview began at approximately 0823 hours, and it concluded at approximately 0915 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Captain Comaduran was provided with a Green Valley Fire District "Garrity" Statement of Rights form. Captain Comaduran was asked to read and sign the statement of rights form. Captain Comaduran requested a support observer be present during the interview and after his request he was provided with a Green Valley Fire District Support Observer Agreement form. Captain Comaduran was asked to read and sign the support agreement form and agreed to allow Green Valley Fire District Human Recourse Representative Jan Hutton act as his support observer during the interview.

Captain Comaduran was asked if he had any questions regarding the statement of rights and/or the support observer agreement. Captain Comaduran stated he understood both forms and he did not have any questions regarding either form.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/15/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Captain Comaduran has been employed with the Green Valley Fire District for approximately nine and one half years. At the time of the interview, his job title was captain and he has a badge number on 120. Prior to being promoted to the rank of captain, Captain Comaduran held the rank of engineer for the Green Valley Fire District for approximately four years.

Detective Johnson explained to Captain Comaduran, the interview was going to be in reference to his duties as an engineer.

Captain Comaduran stated he attended a public safety training academy sponsored by the Pima Community College. Captain Comaduran does not attend additional training in order to maintain his certification as a firefighter; however, the Green Valley Fire District does "in house" training which follows the National Fire Protection Association guidelines.

To become an engineer for the Green Valley Fire District, Captain Comaduran received "on the job" training and he "shadowed" the more senior firefighters. When he was allowed to drive an apparatus, he was allowed to drive the apparatus without the emergency lights and siren activated.

"Later" Captain Comaduran attended engineer training sponsored by the Tucson (Arizona) Fire Department and received a certification from that training. Captain Comaduran stated the Green Valley Fire District requires their engineers to have a state of Arizona certification and the training from the Tucson Fire Department was not recognized by the state of Arizona. Because of this, Captain Comaduran was required to attend additional engineer training. The additional training was entitled "Texas Engineering Extension Service" and was provided by the Texas A&M University. According to Captain Comaduran, this training was a nationally and state of Arizona recognized certification program.

Captain Comaduran explained the responsibility of an engineer is to ensure the apparatus (fire truck) is "safe" and ready for operation. With the safety of the crew a priority, the engineer drives an apparatus to and from a call. Once the apparatus arrives at a scene, the engineer is responsible for ensuring the apparatus operates properly and assists with the deployment of the necessary equipment.

Through the Texas A&M program, Captain Comaduran received driver/operator (engineer) training for an aerial apparatus (ladder truck). At the time of his training, the ladder truck that failed was not in the Green Valley Fire District fleet of vehicles. His training was with a different aerial apparatus (an aerial water pump truck); however, Captain Comaduran felt the operation with the two apparatus' were similar.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/15/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

When the Green Valley Fire District purchased the ladder truck, Captain Comaduran attended a "two or three" day in-service training with a representative from the manufacturer of the truck, the Sutphen Corporation. Most of the training consisted of driving and operating the apparatus. According to Captain Comaduran, approximately thirty minutes to an hour of that training was spent on reviewing the maintenance of the truck.

According to Captain Comaduran, during the training with the Sutphen representative, they were told the truck was very easy to maintain and it does not require an "extensive" amount of maintenance. As far as the ladder was concerned, they would "occasionally" need to grease the "zerk" fittings and a visual inspection the lubricant on the slide portion of the ladder. When metal was seen on the slide of the ladder, they were to apply lubricant to the ladder. During further questioning, Captain Comaduran stated the representative did not define what he meant by occasionally the grease zerks. Additionally, Captain Comaduran stated they were told by the representative if fresh grease was observed around the joints, then they had "done too much."

During further questioning, Captain Comaduran stated the Sutphen representative told them the cables should not be so tight to where there is "no give" to them; however, they should not be so loose to where they are sagging and touching the structure components of the ladder. Additionally, the Sutphen representative did not provide specific details as to what could occur if the cables were not adjusted properly.

The representative also mentioned they would need to check the tension on the cables. Captain Comaduran stated the representative told them that after the apparatus was operated once, they "probably" would not need to adjust the cables again. The representative did not provide any "specific parameters" as to the tension of the cables; however, he did say "you want them tight, but not too tight" or not so much sagging in the cables to where they were touching the ladder. Other than the above mentioned maintenance requirements, the representative stated the truck was "relatively maintenance free."

During the interview, Detective Johnson provided Captain Comaduran with a representative sample of a document entitled "GVFD Daily Vehicle Check: Ladder 151." After looking at the form, Captain Comaduran stated that he recognized the form. As the interview progressed, Detective Johnson reviewed the document with Captain Comaduran and he agreed with the thought process of, if it is not documented then it did not occur. Captain Comaduran agreed the check list required the truck to be checked extensively on Wednesdays of each week.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/15/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Detective Johnson explained to Captain Comaduran that he (Johnson) conducted a review of the ladder truck check list from since the date of delivery to the Green Valley Fire District. The review revealed from the time of delivery, the truck was not completely inspected on at least one hundred and nine different occasions. Additionally, Detective Johnson discovered from April of 2010, through August of 2011, there were fifteen separate occasions where there is no documentation indicating he performed the required check of the truck.

Captain Comaduran stated on occasion, he would be temporarily assigned to another fire station and the on duty captain may have not properly documented he (Comaduran) was not at the station on those days. Another cause for the lack of documentation could have been, on the days he was temporarily assigned to another fire station, another engineer would have been responsible for inspecting the truck. In this scenario, he would not have learned the truck was not inspected until the following day shift change. Captain Comaduran further explained, there were days when they were busy and they "just didn't get around" to inspecting the truck.

Detective Johnson explained while conducting this investigation, he had learned other engineers felt that they had not been properly trained in greasing various aspects of the truck, others may not feel comfortable in greasing the truck and some may feel it was not their responsibility to grease the truck. This portion of the maintenance should be left up to a mechanic.

Captain Comaduran stated since the truck was delivered to the Green Valley Fire District he has greased the pulleys (sheaves). During further questioning, he described he utilized a grease gun to grease all of the grease fittings. He further stated he would pump the grease gun handle a couple of times until he felt pressure and he would stop. He would do this because of the information provided to him by the Sutphen representative when the truck was delivered.

Captain Comaduran stated on one occasion, he did over fill a grease zerk on the "bucket" (platform). When he noticed this, he wiped the grease away and this was the only time he overfilled a grease zerk. During further questioning, Captain Comaduran stated he did not grease the truck "super often" maybe "every couple months" and felt it may have been a "couple" times he actually greased the ladder portion of the truck. Captain Comaduran stated because he is not on duty at the same time the other engineers, he had not seen any of the other engineers grease the truck.

The ladder portion of the truck is not used very often for emergency calls. The ladder is extended and retracted on a weekly basis during the weekly check which takes approximately three or four hours to complete. However, the ladder is not being operated for that entire time. Captain Comaduran stated there is a meter on the truck which is specific to the time the power take off is engaged. This meter is not an accurate representation of the actual time the ladder is in use.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/15/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Before the failure on August 15, 2012, Captain Comaduran thought the training he had received either from Sutphen or during in service training was sufficient to properly care for the truck; however, since the failure occurred, he does not feel the training he had received was adequate.

According to Captain Comaduran, after the failure of the ladder truck occurred, representatives from the Phoenix (Arizona) Fire Department came to the Green Valley Fire District (Station 151) to look at the truck. While they were looking at the truck, the Phoenix Fire Department representatives pointed out "some issues" with the truck and thought he would have had "no clue" about these issues. The Phoenix Fire Department pointed out how to determine if the cables had been compromised. They showed the Green Valley personnel wear marks on the cable which indicated it was dragging on something.

Captain Comaduran did not attend the meeting with the Phoenix Fire Department representatives; however, engineers who were present during the meeting relayed the information on to him. According to Captain Comaduran, the engineers pointed out the issues found by the Phoenix Fire Department to him. The main issue appeared to be a "flat spot" on the cable which appeared to have rubbed "against something." Captain Comaduran described this flat spot appeared to be very small, a millimeters in width along the width of the cable and a slight discoloration of the cable.

Captain Comaduran stated if he would have seen this during an inspection, he would not have thought a problem would be associated with the cable wear. He further stated he could not "feel anything" and he would have thought it was grease "that got displaced" and he would have never thought the cable was "rubbing" on something. Captain Comaduran would have been looking for fractured strands of the cable.

According to Captain Comaduran, additional information relayed on to him was that the Phoenix Fire Department felt, based on what they saw, the pulleys had been greased properly. Captain Comaduran understood the pulleys failed and he learned a "Teflon" bearing was in the pulley. He could not understand why a Teflon bearing would be utilized on a "heavy duty" apparatus.

Captain Comaduran stated he had never received any training in how to detect the issues. The training that he received was to perform a visual inspection to see if every thing "looks good." He inspected the truck as he was trained; he walked length of the truck and did not see any issues with the truck.

Captain Comaduran stated when he inspected the cable; he would wrap his hand around the cable and pull on it. In Captain Comaduran's opinion, when he inspected the cables, the cable adjustment was within the specifications provided by the Sutphen representative. The cables were not too tight, there was a "little bit" of tension to the cable and the cables were not sagging to where they were "hitting" anything. Captain Comaduran further stated if he would have found the cables needed to be adjusted, he would have documented the issue on the truck check list.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/15/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Since being promoted to the rank to captain, Captain Comaduran has assisted with the inspection of the ladder truck. However, he could not recall the exact date he assisted with the inspection but felt it was within six months prior to the failure of the ladder. Captain Comaduran recalled during the inspection of the truck, he did not see anything that he felt was abnormal. During further questioning, Captain Comaduran stated, he did not have the experience with the pulleys or cables to know if the failure could have been caused by the cables being too tight.

With the training he has received to date, Captain Comaduran stated he feels confident in lubricating the various aspects of the ladder truck. Only on one occasion was he shown how to adjust the cables and since that time he has never seen a need to adjust the cables. This was because every time he inspected the truck, the cables appeared to have the appropriate tension on them. Additionally, with a lapse of time since he had received training in adjusting the cables, Captain Comaduran stated he would not feel comfortable making adjustments to the cables. He would make a recommendation for a "professional" make the cable adjustments because he felt the cable adjustment was above his skill level. Captain Comaduran stated that he has not seen anyone adjust the cables on the truck.

Based on the level of training, Captain Comaduran felt "people" were doing their job, they were checking the truck on a regular basis, even if it was not checked on a daily basis. Captain Comaduran expressed a concern about a possible "design" flaw because there have been other failures with other Sutphen ladder trucks.

During the interview, Detective Johnson directed Captain Comaduran attention to a form entitled shop 3140, Tower 151 hourly maintenance schedule. Captain Comaduran stated he had seen the document prior to the interview. When asked, Captain Comaduran indicated he thought Green Valley Fire District Engineer Greg Gatterer had prepared the document. According to Captain Comaduran, a copy of the document was kept with a log book on the ladder truck. Captain Comaduran stated he was unaware if all of the engineers knew the form was kept with the truck. Additionally, Captain Comaduran stated there was no formal communication that the form existed or where it was kept.

Captain Comaduran stated he had looked at the Sutphen Operator and Service Manual. According to Captain Comaduran, after the ladder truck was delivered, neither the Sutphen representative nor the engineers reviewed the operator's manual together.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/15/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Captain Comaduran stated that he felt his training was not adequate enough to properly maintain the ladder truck. Captain Comaduran stated for future training, he would like to have some of the Green Valley Fire District engineers assigned to the ladder truck spend time "shadowing" the Phoenix Fire Department ladder truck specialist. This would allow the engineer(s) to become proficient in the proper maintenance of the ladder truck. Additionally, he thought "specialty" training in the ladder truck for the engineers would be beneficial. This would include training in "what to look for" and provide them with the ability to know all aspects of the truck.

He "liked the idea" of once a month, place the ladder truck out of service and have a contract specialist inspect and service the truck.

Captain Comaduran felt the Green Valley Fire District should develop a policy which would explain the proper procedure of maintaining the ladder truck. With a written policy, employees would be held accountable and they would be aware that a specific procedure will be followed.

During further questioning, Captain Comaduran stated he was on duty on August 15, 2012 and assigned to Green Valley Fire District Station 155 when the failure occurred.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/15/2012	Sergeant J. Lane, #3759

TEXAS ENGINEERING EXTENSION SERVICE

The Texas A&M University System

As an accredited agency of the
National Board on Fire Service Professional Qualifications

Hereby certifies

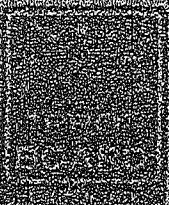
Phillip Comaduran

as

Fire Apparatus Driver/Operator: Aerial

(NFPA 1002 2003 Ed.)

May 4, 2009




Gary P. Smith, Director
Texas Engineering Extension Service


Lisa Smith, Executive Director
Emergency Services Training Institute


Bruce P. Smith, Director
Texas Engineering Extension Service



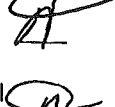
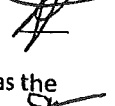
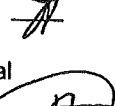
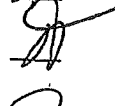
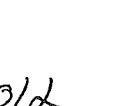
Green Valley Fire District

1285 W Camino Encanto Green Valley, AZ 85622

Phone: (520) 625-9400 / Fax: (520) 625-7122

STATEMENT OF RIGHTS

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1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case. 
2. I have the right to be informed of the any and all allegations involved. 
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable. 
4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings. 
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7. As a District employee, I am required to answer questions related to this incident. 
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination. 

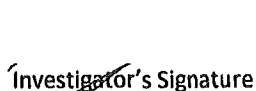
ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.


Employee's Signature

2 Oct 2012
Date

District Representative's Signature

Date

#2479

Investigator's Signature

10/2/2012 0926
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Person Interviewed: Michael Downes
Age: 51
Occupation: Firefighter/Engineer
Employer: Green Valley Fire District
Business Address: 1285 West Camino Encanto
Green Valley, Arizona 85622
Business Telephone: (520) 625-9400

SYNOPSIS:

On October 2, 2012, Green Valley Fire District Firefighter/Engineer Michael Downes was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Tuesday, October 2, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, conducted a recorded interview of Green Valley, Arizona Fire District Firefighter/Engineer Michael Downes. The interview was in reference to an administrative investigation being conducted at the request of the Green Valley, Arizona Fire District into an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at Green Valley Fire District Station 151, located at 250 North La Canada Drive in Green Valley, Arizona. The interview began at approximately 0927 hours and it concluded at approximately 1024 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Engineer Downes was provided with a Green Valley Fire District "Garrity" Statement of Rights form. Engineer Downes was asked to read and sign the statement of rights form. After reading the form, Engineer Downes signed the form and indicated he did not have any questions regarding the form. After being advised he had the right to have a Support Observer present during the interview, Engineer Downes declined to have a Support Observer present during the interview.

Engineer Downes has worked for the Green Valley Fire District since May of 1996 and his badge number is 121. The Green Valley Fire District promoted Engineer Downes the rank of engineer in 2001. He is assigned to Station 155 which is located at 898 North Campbell Avenue in Green Valley, Arizona.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/15/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Prior to be employed by the Green Valley Fire District, he was also a driver (engineer) with the Elmwood Park, New Jersey Fire Department. Engineer Downes attended firefighter academies in New Jersey and in Arizona.

Engineer Downes is also a certified Paramedic and he has to be recertified as a Paramedic biannually. There is no additional training he is required to attend to maintain his certification as a firefighter; however, "the fire district encourages" their employees to attend twenty hours a month of additional training. He also stated at times, that the firefighter and engineer training is intertwined with each other.

According to Engineer Downes, in order for him to be a driver for the Elmwood Park Fire Department, he attended a training academy presented by the Bergen Police and Fire Academy. During this academy, he received training in the operation of an aerial fire apparatus (ladder trucks). Engineer Downes attended a four year long technical school to become a certified master "heavy truck" mechanic. He was the Elmwood, New Jersey "Borough" mechanic and maintained the fire department's equipment. Later, he volunteered with the fire department and he received additional training in the proper maintenance of ladder trucks.

In 2001, Engineer Downes attended an engineer training class sponsored by the Northwest (Pima County, Tucson, Arizona) Fire District. This training was presented twice a week and it lasted for approximately sixteen weeks. According to Engineer Downes, this training was not a State of Arizona certified training course and several years later he tested and became a state certified engineer. Since receiving his state certification, Engineer Downes has participated as an "evaluator" during the certification process of engineers. As an evaluator, Engineer Downes follows the National Fire Protection Association's guidelines and evaluates firefighters who attend training to become an engineer.

Engineer Downes stated he sat on a committee when the Green Valley Fire District was in the market to purchase a ladder truck. After the ladder truck was initially delivered, he was present during the training provided by the manufacture of the ladder truck, the Sutphen Corporation.

A Sutphen Corporation representative accompanied the truck to the Green Valley Fire District and provided familiarization training of the truck. According to Engineer Downes, the familiarization training consisted of discussions about maintenance of the "slides" of the ladder, the cables, the water ways, water relief valve, the ladder turn table, and the hydraulic valves. There was also a portion of the training that consisted of the operation of the truck.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/15/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Engineer Downes recalled the Sutphen representative talked about the pulleys (sheaves) and the representative explained the pulleys had a grease fitting on them. According to Engineer Downes, the Sutphen representative stated the pulleys were not a "frequent item" and not to grease them too often because the grease would attract dirt which would cause an issue. Engineer Downes could not recall if the Sutphen representative demonstrated how to grease the pulleys. Additionally, he could not recall a grease gun being utilized during the familiarization process. Based on his knowledge and background of being a master mechanic, Engineer Downes stated on any grease fitting, you continue to "pump" grease until you see clean grease and then wipe off the excess. He could not recall the Sutphen representative mentioning this was the proper method of servicing the pulleys of the ladder truck.

Engineer Downes expressed a concern with the manner the Sutphen representative presented the information. Engineer Downes thought the information was presented more like a Power Point "bullet" presentation and if a question was not asked the representative did not elaborate. According to Engineer Downes, the Sutphen representative provided a lot of information; however, because there was so much information he appeared to rush through the information. Engineer Downes also felt this could have easily been a six week course of instruction on the driving, the operation, and the maintenance of the truck. However, all of the information was provided in a "couple of days."

Engineer Downes stated the Sutphen representative did explain how to adjust the cables; however, this was not a "regular" item to be adjusted. With his mechanical background, Engineer Downes felt comfortable in adjusting the cables if they need to be adjusted and the only time he adjusted the cables was during the training provided by the Sutphen representative.

According to Engineer Downes, the Sutphen representative did not provide instruction as to the measurement for the proper tension on the cables.

Engineer Downes agreed the Green Valley Fire District had an inspection check list for the ladder truck. This check list requires at least a portion of the truck needs to be inspected on a daily basis with a more extensive inspection to be done on Sundays and Wednesdays. Detective Johnson explained during the investigation, he had reviewed the check lists and this review revealed there was a lack of documentation for numerous inspections of the truck. On one occasion, on March 23, 2012, Engineer Downes failed to document an inspection of the truck. Engineer Downes stated he is not assigned to Station 151 and he is considered to be a "float" (temporarily assigned) engineer. He had floated to Station 151 as an engineer "maybe" twice and as an acting captain "maybe" five times.

During further questioning, Engineer Downes stated he had not greased the pulleys. Additionally, Engineer Downes stated the Sutphen representative told them "a little bit of grease would go a long way."

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/15/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Engineer Downes agreed if he was temporarily assigned to Station 151 as an engineer, it would be his responsibility to perform the inspection of the truck. However, due to call volume he may be unable to complete an inspection of the truck.

Detective Johnson also explained during the investigation, he learned the ladder truck would be placed in an out of service status when an inexperienced float engineer would be assigned to Station 151. Engineer Downes stated, based on his training and experience, he would have been able to operate the truck and the truck would not have been placed in an out of service status.

Engineer Downes agreed the hours indicated by the power take off was a reflection of when the power take off was engaged and not a reflection of when the ladder was in actual use. Engineer Downes believed the hours reflected on the power take off meter was associated to training, demonstrations and weekly ladder inspections. He was unaware of anytime the ladder truck was used during a legitimate fire department response operation.

During the interview, Engineer Downes stated he had extensively reviewed the Sutphen Operator and Service Manual. According to Engineer Downes, the Operator and Service Manual "doesn't touch on a lot of stuff" and he felt there was information that was not included in the manual. Detective Johnson provided Engineer Downes with a copy of page 2-5 of the Sutphen manual. Detective Johnson also provided Engineer Downes with a document entitled Shop 3140 Tower 151 hourly maintenance schedule. Engineer Downes recalled other engineers had generated the document and thought Green Valley Fire District Engineers Paul Miller and T. John Smith were involved in the development of the document.

On both documents, Detective Johnson directed Engineer Downes attention to areas which reflected the pulleys were to be serviced every ten hours of documented use. Engineer Downes felt the ten hour time increments were vague. There is no meter to document the actual time the ladder is actually being used and it is difficult to document the exact number of hours the ladder is in use.

During the interview, Detective Johnson reviewed with Engineer Downes photographs he (Johnson) had taken during the investigation. While reviewing the photographs of the pulleys and the remnants of the bearings, Engineer Downes stated the use of a nylon bearing was "crazy." According to Engineer Downes, he has never been a "fan" of the new polymer material being used currently. Based on his past experience with Sutphen ladder trucks, Engineer Downes stated Sutphen has utilized the same design for years. According to Engineer Downes, he maintained an eighty-five foot, 1976 Sutphen ladder truck. The bearings utilized in the 1976 truck pulleys were steel ball bearings.

Detective Name	ID Number	Location	Date	Supervisor	
J. Johnson	2479		10/15/2012	Sergeant J. Lane, #3759	



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Detective Johnson explained the Sutphen trained technician (from United Fire Equipment) who serviced the truck stated he felt the cause of the failure was due to lack of lubrication and the cables were adjusted too tight. Engineer Downes stated, based on his experience, it was possible this was the cause of the failure. Without feeling the cables with his own hands, Engineer Downes stated he would not be able to say if the cables were adjusted too tight or not. Additionally, Engineer Downes was unaware of anyone who had adjusted the cables. In Engineer Downes opinion, he felt the pulleys had "grease to them."

Engineer Downes stated not everyone can be trained to be a mechanic and he felt there was a difference in being a mechanic and an operator. He did not feel additional specialized training should be provided to the engineers. He felt the maintenance of the ladder truck should be left for a manufacturer certified mechanic who has experience in the maintenance of the truck. He also felt proper maintenance from a certified mechanic would prevent future failures. He did not feel a fire department engineer would gain the experience in what to look for or be able to identify a potential failure of the equipment.

Engineer Downes thought a revised check list, possibly one developed by the manufacture, would be helpful in preventing failures in the future. He felt the manufacturer would know the most common failures that were occurring.

Engineer Downes thought the Green Valley Fire District had a policy in place requiring a certified mechanic would be responsible for ensuring the ladder truck was properly maintained. Additionally, he thought that was the reason why the Green Valley Fire Department had Diversified Inspections (located in Phoenix, Arizona) conduct an annual inspection of the truck.

According to Engineer Downes, when the Green Valley Fire District took possession of the truck, a bolt sheared off of the stabilizer pad. He felt "suspicious" that inferior parts were used when the truck was manufactured. During further questioning, Engineer Downes stated he was unaware if there were any other parts failures of the ladder truck. He knew the ladder truck had been placed out of service for various other issues; however, he could not recall the exact reasons why the truck had been out of service.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/15/2012	Sergeant J. Lane, #3759



PIMA INTERAGENCY TRAINING COMMITTEE



Recognizes that

Mike Downes

has successfully completed the prescribed course of instruction in

Aerial Operator Course (48 HOUR)

In compliance with NFPA 1002, Chapter 4, 1998 Edition

and is therefore awarded this

CERTIFICATE OF COMPLETION

this 19th day of December, 2003

Captain Kyle L. Williams
PITC Training Instructor

09/21/2008 12:51

5206530803

03-ES

PAGE 03



Green Valley Fire District

1285 W Camino Encanto Green Valley, AZ 85622

Phone: (520) 625-9400 / Fax: (520) 625-7122

STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case.

2. I have the right to be informed of the any and all allegations involved.

3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable.

4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings.

5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings.

6. I may request a person of my choice to be present to serve as a Support Observer during interviews.

7. As a District employee, I am required to answer questions related to this incident.

8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination.

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

[Signature]
Employee's Signature

9/18/2012
Date

[Signature]
District Representative's Signature

9/20/12
Date

#2479
Investigator's Signature

9/18/12 1611
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Person Interviewed: Gregory Gatterer
Age: 50
Occupation: Firefighter/Engineer
Employer: Green Valley Fire District
Business Address: 1285 West Camino Encanto
Green Valley, Arizona 85622
Business Telephone: (520) 625-9400

SYNOPSIS:

On September 18, 2012 Green Valley Fire District Firefighter/Engineer Greg Gatterer was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Tuesday, September 18, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of Green Valley, Arizona Fire District Firefighter/Engineer Greg Gatterer. The interview was in reference to an administrative investigation being conducted at the request of the Green Valley, Arizona Fire District into an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at Green Valley Fire District Station 151, located at 250 North La Canada Drive in Green Valley, Arizona. The interview began at approximately 1615 hours and it concluded at approximately 1640 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Engineer Gatterer was provided with a Green Valley Fire District "Garrity" Statement of Rights form. Engineer Gatterer was asked to read and sign the statement of rights form. After reading the form, Engineer Gatterer signed the form and indicated he did not have any questions regarding the form. Engineer Gatterer requested a support observer be present during the interview and after his request he was provided with a Green Valley Fire District Support Observer Agreement form. Engineer Gatterer was asked to read and sign the support agreement form and agreed to allow Green Valley Fire District Human Recourse Representative Jan Hutton act as his support observer during the interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/16/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Engineer Gatterer has been "officially" employed by the Green Valley Fire District since 2001. However, he has been employed there "unofficially" since 1988. This investigation revealed beginning in 1975 and continuing until 2001 the Rural Metro Corporation provided contract fire and medical services for the Green Valley area. The Green Valley Fire District became a full-fledged, independent Fire District on July 1, 2001 and they hired nearly all of the Rural Metro Corporation, Green Valley assigned personnel at that time. Engineer Gatterer was one of the employees who were hired from the Rural Metro Corporation. Engineer Gatterer title is engineer/paramedic and he has a badge number of 135. During his career with the Green Valley Fire District, Engineer Gatterer has been stationed at Fire Stations 151, 152 and 153. However, most of his time has been at Station 152 located at 3005 South Camino Del Sol in Green Valley.

Engineer Gatterer described his duties as an engineer is to properly maintain the "truck" he is assigned to. If an issue is discovered, he is to properly document the issue and if capable, make the proper repairs to the truck. As an engineer, Engineer Gatterer is responsible for the safe operation of the vehicle and the crew to and from emergency scenes. Once on scene, the engineer is also responsible to ensure the vehicle is staged properly, ensure the crew operates in a safe manner and ensures the crew is provided with the proper equipment to handle the emergency situation. Engineer Gatterer has held the position with the Green Valley Fire District as engineer for approximately six years.

Engineer Gatterer attended a fire academy in 1985. It was held at the original Rural Metro Corporation location of Fire Station 151, 550 North La Canada Drive in Green Valley. During further questioning, Engineer Gatterer stated he worked as a reserve firefighter from 1985 until 1988.

Engineer Gatterer stated he is required to attend continuing educational training to maintain his certification as a firefighter/engineer. The Green Valley Fire District has a training process "in place" where each individual rank receives specific training and they are required to fulfill the training each month.

Engineer Gatterer stated he could be considered to be a "relief" engineer for the ladder truck which is stationed at Station 151. When Sutphen delivered the ladder truck, Engineer Gatterer received training for the maintenance of the truck from a Sutphen representative. According to Engineer Gatterer, the training lasted for approximately one day of "going over" the truck. He attended a second day of training which consisted of various components of the aerial apparatus portion of the truck to include the pulleys and cables. Engineer Gatterer recalled the training and information provided by the Sutphen representative was very limited.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/16/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

ID NUMBER: 2012-034900

Engineer Gatterer recalled the training related to the cables was to ensure the tension of the cables was appropriate. Additionally, Engineer Gatterer recalled they were shown where grease fittings were located; however, the information provided was very limited. Engineer Gatterer described the information was a "snap shot" and he recalled the Sutphen representative told them the truck basically "takes care of itself." However, there are hourly maintenance schedules that need to be followed.

Engineer Gatterer could not recall if the Sutphen representative specifically provided information about the pulleys (sheaves). Engineer Gatterer also could not recall if any information was provided as far as how often the pulleys needed to be greased. Engineer Gatterer stated the Sutphen Corporation Operator and Service Manual does provide "some" hourly maintenance schedule; however, he felt it was very limited information.

Engineer Gatterer was rotated to Station 151 during 2012. This was to provide him with an opportunity to work at Station 151 and an opportunity to work with the ladder truck. Engineer Gatterer could not recall specific details but thought the ladder truck was out of service for maintenance and it was not in the station for a period of time. Engineer Gatterer could not recall if the truck was in service during the time frame of May 31 through June 2, 2012. He was aware the ladder truck was utilized in drills for a three week period of time. These drills included "setting" the truck up and becoming re-familiarized with the operation of the truck. He was also aware the truck was approaching an hourly check that was required.

During the interview, Engineer Gatterer referred to a document entitled "SHOP 3140: Tower 151 hourly maintenance schedule." According to Engineer Gatterer, this document provided a breakdown of the hourly maintenance schedule for the truck. Engineer Gatterer could not recall if there was a check list for the ladder truck because he is not assigned to the truck on a regular basis. During further questioning, Engineer Gatterer stated he had seen the document before the time of the interview.

Engineer Gatterer stated he did not lubricate the pulleys on the days he was assigned to Station 151. Additionally, Engineer Gatterer stated he had not seen a document reflecting that the pulleys had been lubricated. He was also unaware if any document existed within the Green Valley Fire District that would reflect the pulleys had been lubricated.

Based on the training he had received by the Green Valley Fire District or by the Sutphen Corporation representative, Engineer Gatterer stated he would not feel comfortable in providing maintenance of the aerial apparatus portion of the ladder truck. Depending upon the training of the individual, he felt the maintenance of the truck should be left to the responsibility of a trained mechanic.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/16/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Even with the mechanical background that he has, Engineer Gatterer felt he could not detect a specific issue developing with the ladder truck. During the interview, Engineer Gatterer explained his mechanical experience was with small engines, replacing radiator hoses and basic minor repairs that could be completed "in house." Engineer Gatterer stated if he saw something that did not look right to him; he would bring the issue to the attention of the proper people. To the best of his memory, Engineer Gatterer did not find any issues with the ladder truck.

Detective Johnson explained while conducting this investigation, he had found on at least one hundred and nine occasions there were either an incomplete or no inspection of the truck conducted. The review revealed on two occasions, May 31, 2012 and June 2, 2012, it was not documented that he performed an inspection of the truck. Other than the possibility that the truck was out of service, Engineer Gatterer was unable to provide an explanation for why the inspections were not completed.

Engineer Gatterer stated when he is on duty, he works a twenty four hour shift and his shift starts at 0800 hours and ends at 0800 hour the following day. With all of the functionality of the aerial device, the safest time to perform the inspection of the ladder truck is during the daylight hours. He would not perform the inspection of the truck during the dark period of the day. Engineer Gatterer stated there have been rumors engineers have had to work late into the evening hours because of the number of trucks that are housed at Station 151.

Engineer Gatterer thought another engineer may have told him that he was unable to perform and/or complete an inspection of the truck. Usually, this would occur because of "call load" or the truck was utilized in training.

Engineer Gatterer felt there was a lack of training provided to the overall maintenance of the ladder truck. Another issues that concerned Engineer Gatterer, was the proper man power to be able to properly maintain the ladder truck. According to Engineer Gatterer, Station 151 is a busy station. By word of mouth, he has heard on numerous occasions the call load prevented the engineers from inspecting the truck and this has possibly caused a "problem." According to Engineer Gatterer, several have discussed the desire to have mechanical training related to the aerial portion of the ladder truck.

Engineer Gatterer felt there could be a possible issue with the record keeping of the truck and ensuring that the engineers are actually inspecting the truck.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/16/2012	Sergeant J. Lane, #3759



PIMA INTERAGENCY TRAINING COMMITTEE

Recognizes that

Greg Gatterer

has successfully completed the prescribed course of instruction in

Aerial Operator Course
(48 HOUR)

In compliance with NFPA 1002, Chapter 4, 1998 Edition

and is therefore awarded this

CERTIFICATE OF COMPLETION

this 19th day of December, 2003



PITC Training Instructor



Green Valley Fire District

1285 W CAMINO ENCANTO GREEN VALLEY, AZ 85622
PHONE: (520) 625-9400 / FAX: (520) 625-7122

STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case. _____
2. I have the right to be informed of the any and all allegations involved. _____
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable. _____
4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings. _____
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings. _____
6. I may request a person of my choice to be present to serve as a Support Observer during interviews. _____
7. As a District employee, I am required to answer questions related to this incident. _____
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination. _____

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

Paul Miller
Employee's Signature

07/18/2012
Date

James Hutton
District Representative's Signature

9/18/12
Date

#2479
Investigator's Signature

9/18/12 1012
Date



Green Valley Fire District

1285 W CAMINO ENCANTO GREEN VALLEY, AZ 85622
PHONE: (520) 625-9400 / FAX: (520) 625-7122

SUPPORT OBSERVER AGREEMENT

I, Jan Hutton, have agreed to be a Support Observer for
Paul Miller, a Green Valley Fire District employee, throughout the administrative
investigation process started this 18 day of Sept, 2012.

2. I am not a witness to nor do I have any involvement in the incident under investigation
3. I am neither in the chain of command nor under the direct supervision of the above named employee.
4. I understand that no confidentiality exists regarding any communication between the above named employee and me as the Support Observer. I am expected to follow the Green Valley Fire District Code of Conduct with respect to any disclosure of information during this investigation.
5. I understand that I may be present at all investigative interviews and meetings between the employee and any portion or all of their supervisory staff but my role is only as a non-participatory observer.
6. I may interrupt an interview to request to speak with the employee privately, but this request will only be granted at the discretion of the investigator.
7. Throughout the investigation and possible subsequent supervisory review, I will not act as an advocate on behalf of the employee. I may, however participate in a passive role as a coach to provide information to the employee during the supervisory review.
8. I may be a Support Observer to an employee as long as it does not adversely affect my own job performance as determined by my supervisor or put the District at risk for operational readiness.
9. I may cancel my agreement to be the Support Observer at any time throughout the administrative investigation process

ACKNOWLEDGEMENT: I have read and understand the above agreement as indicated by my initials.

Paul Miller
Employee's Signature

9/18/12
Date

Jan Hutton
Support Observer's Signature

9/18/12
Date

#2475
Investigator's Signature

9/18/12 0830
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Person Interviewed: Paul . Miller
Age: 64
Occupation: Firefighter/Engineer
Employer: Green Valley Fire District
Business Address: 1285 West Camino Encanto
Green Valley, Arizona 85622
Business Telephone: (520) 625-9400

SYNOPSIS:

On September 18, 2012, Green Valley, Arizona Fire District Firefighter/Engineer Paul Miller was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Tuesday, September 18, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of Green Valley, Arizona Fire District Engineer Paul Miller. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at the Green Valley Fire District Station 151, located at 250 North La Canada Drive in Green Valley, Arizona. The interview began at approximately 0832 hours and it concluded at approximately 1003 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Engineer Miller was provided with a Green Valley Fire District "Garrity" Statement of Rights form. Engineer Miller was asked to read and sign the statement of rights form.

Engineer Miller stated, at the request of the Green Valley Fire District Firefighter Union President, he wished to delay his signing of the Statement of Rights form until concerns of the Green Valley Fire District Firefighter Union could be resolved. Even though he did not sign the Statement of Rights form, Engineer Miller agreed to continue with the interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/23/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Engineer Miller requested a support observer be present during the interview. After his request, he was provided with a Green Valley Fire District Support Observer Agreement form to read and sign. Engineer Miller agreed and had Green Valley Fire District Human Recourse Representative Jan Hutton act as his support observer during the interview.

At approximately 0852 hours, the interview was interrupted because the Green Valley Fire District Firefighters Union had concerns regarding the interviews. Their concerns were regarding the "Garrity Warnings" Statement of Rights provided to the employees prior to the interviews. At approximately 0857 hours, the interview was stopped at the request of the Green Valley Fire District until the Green Valley Fire District Firefighters Union's concerns could be resolved.

At approximately 0922 hours, after the Green Valley Fire District Firefighter Union's concerns were resolved, the interview resumed.

After the Green Valley Fire District Firefighter Union concerns were resolved, Engineer Miller signed the Statement of Rights form. He was asked if he had any questions regarding the Statement of Rights and/or the Support Observer agreement. Engineer Miller stated he understood both forms and he did not have any questions regarding either.

Engineer Miller served as a reserve firefighter with the Rural Metro Corporation from 1994 until approximately 2001. In 2001, he became a "full time" employee of the Green Valley Fire District. Engineer Miller could not recall the exact date he was promoted to the rank of engineer; however, he thought it was in 2007. He has a badge number of 131 and he has been "rotated" to various Green Valley Fire District stations. For two months prior to the interview, Engineer Miller was assigned another station. Approximately two days prior to the interview, he was reassigned to Station 151.

In 1994, Engineer Miller attended a basic firefighter academy that was hosted by the Rural Metro Corporation in Tucson, Arizona and in Green Valley. Engineer Miller stated it is a requirement that they train "all the time." He has to maintain his proficiency as an Emergency Medical Technician and recertification as an Emergency Medical Technician biannually. He also attends weekly training to maintain his proficiency as a firefighter.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/23/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: 2012-034900

Engineer Miller could not recall the exact date he attended engineer training but thought it was during 2007. The engineer training he attended was nationally certified and it was instructed by the Green Valley Fire District. After completing the training, he became a certified engineer. Engineer Miller stated he continues to maintain his proficiency as an engineer through various drills. He also stated it is up to each individual to research and enhance their own training. The research is accomplished by completing "study courses" via the internet. Additionally, Engineer Miller stated there are various "subject matters" they are tested on. After successfully completing the course of training and the testing process, they receive a certification in the particular subject matter.

Engineer Miller described the duties of an engineer to be the safe operation of the apparatus (fire truck) and to ensure the truck is in proper operating "order" prior to leaving the fire station. His main concern would be the safety of the crew assigned to the truck. Engineer Miller stated the engineers are not trained in maintenance of the various apparatus'; however, they do have some knowledge of the maintenance for each apparatus'.

Engineer Miller further stated the engineers have not received an "official" course of instruction in the maintenance of the various apparatus'. Those who know about maintenance, pass the information onto others. According to Engineer Miller, the maintenance information is researched before any maintenance is conducted. There are manuals provided by the manufacturer of the apparatus and each truck has a "truck check list." Engineer Miller stated there are manuals that have been collected from the internet and there are websites where details for various components of the apparatus' can be found.

According to Engineer Miller, the Green Valley Fire District has so many vehicles in their fleet, that it is "difficult" to read each manual for the vehicles. However, Engineer Miller felt that should be done. Engineer Miller stated there are basic checks they do to each apparatus to ensure each apparatus is in good working order. Before he performs any type of service on a truck, Engineer Miller researches how to perform the service in the operator/service manual.

The training Engineer Miller received for the Green Valley Fire District aerial platform (ladder truck) was presented by the manufacturer, the Sutphen Corporation. Engineer Miller described this training as a "brief, one hour training" and the rest was reading the owner and service manual. Engineer Miller indicated he and other engineers asked the Sutphen Corporation representative questions during the training. According to Engineer Miller, the training was on the operation of the ladder truck and there was a brief discussion about the maintenance of the ladder truck. Engineer Miller recalled "this truck" was supposed to be maintenance free; however, the maintenance and visual inspection schedules were to be followed.

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Engineer Miller has called the Sutphen Corporation with questions regarding the ladder truck. According to Engineer Miller, the Green Valley Fire District has a "good manual and a good maintenance schedule" and a truck check list that covers "pretty much everything" they need to know. Engineer Miller recalled in the maintenance and visual inspections were verifying the cables were not sagging; components were properly lubricated and functioning properly.

Engineer Miller could not recall specific information regarding lubrication during the training provided by the Sutphen Corporation. However, he did recall being told that all the zerk fittings needed to be greased and fluids need to be checked according to the maintenance schedule. Engineer Miller stated there was no information provided regarding the proper procedure in lubricating the zerk fittings by the Sutphen representative.

During the interview, Engineer Miller stated he did not grease the zerk fittings each time he inspected the truck. He stated he would have to refer to the maintenance schedule to confirm the maintenance schedule, but felt the fittings needed to be lubricated every ten hours.

Engineer Miller could not recall if the Sutphen representative discussed how to determine what the proper tensions of the cables are. Engineer Miller was present when the representative demonstrated how to adjust the cables. Additionally, Engineer Miller recalled the cables were to be "equal" and not adjusted too tight. There should be a certain amount of "drop" to the cables; the cables should not be rubbing (dragging) on the frame of the ladder. According to Engineer Miller, once in 2011, he adjusted one side of the cables. Engineer Miller could not recall if he documented his adjustment of the cables.

Engineer Miller stated he "made it very clear" to the Sutphen representative he needed to know how to properly adjust the cables because the representative told them the cable adjustment is a "requirement." According to Engineer Miller, the Sutphen representative did demonstrate how to properly adjust the cables during the initial training.

Engineer Miller agreed the Green Valley Fire District has a procedure where the ladder truck is to be inspected on a daily basis. Engineer Miller stated the engineers utilize a truck check list to inspect the truck. If an issue is discovered during the daily inspection, then the issue is documented on the check list. If the issue can be repaired by the engineer, then it is repaired on the "on the spot." Engineer Miller also agreed on Wednesday of each week, the engineer is required to perform an in-depth inspection of the ladder truck.

During the interview, Engineer Miller stated the in-depth inspection is time consuming and it is a long process. He indicated the entire in-depth inspection takes approximately two hours to complete. "Most of the time" the inspection is interrupted or he tries to combine the inspection with a training drill.

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According to Engineer Miller, on the days of the detailed inspection, he would look at all of the moving components of the ladder. Engineer Miller stated during his inspection, he did not observe any unusual wear of the cables or pulleys (sheaves). He would not inspect the grease fittings on every inspection because "they had just been done."

Engineer Miller stated the visual inspection of the cables and pulleys are difficult to perform. This is due to the construction of the ladder; his vision of the cables and pulleys are obscured by "gutters." Engineer Miller further stated, for the most part, the inspection of the cables and pulleys are performed by standing on the ground and looking up through the ladder. On occasion he would look at the cables from the top of the ladder looking toward the ground.

If he found an unserviceable issue during his inspections, Engineer Miller would document the issue and bring it to the attention of the Battalion Chief. He would then "pass" the information on to the next engineer. Engineer Miller indicated the truck would then be placed out of service until the proper repairs could be made.

During the interview, Detective Johnson directed Engineer Miller's attention to a representative sample of a daily check list specific to the daily vehicle inspection for the ladder truck. Detective Johnson and Engineer Miller reviewed the document and the items to be inspected on each day. When asked, Engineer Miller stated he recognized the form as a check list for the ladder truck.

Detective Johnson explained that during the investigation, he reviewed the daily check lists for the ladder truck. This review revealed there were numerous times it was not documented the truck was inspected. Detective Johnson also explained he had located daily inspection check list where Engineer Miller had conducted inspections when other engineers had not inspected the truck. Additionally, during the investigation it was discovered on six occasions, Engineer Miller had not document he had conducted an inspection of the ladder truck. Engineer Miller stated there are some days you just "can't" and he "concurred" there were days they were unable to perform the ladder truck check. However, he would advise the relief engineer at shift change the ladder truck had not been checked. Engineer Miller also stated he takes "great pride" in his ability in keeping the ladder truck checked.

Engineer Miller further stated there were occasions when the call volume was heavy and he would not be able to complete a truck inspection until 2100 hours. Additionally, Engineer Miller was aware on occasion the ladder truck was not at the station and an inspection could not be performed because of this.

Detective Johnson directed Engineer Miller's attention to page 2-5 of the Sutphen Corporation Operator and Service Manual. When asked if he followed the maintenance schedule as denoted in the manual, Engineer Miller stated he follows "our procedures" to the best of his ability.

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Detective Johnson also directed Engineer Miller's attention to a document entitled "SHOP 3140: Tower 151 hourly maintenance schedule." Engineer Miller stated he recognized the document and he followed the maintenance schedule. When he lubricated the pulleys, Engineer Miller would not "try" to over grease the pulleys because the grease would "get all over everything."

Engineer Miller felt the engineers are "over taxed" with the duties of providing both, emergency medical and fire service, which they are required to perform. Because of this, in the future, he would like to see the responsibility of the maintenance of the cables and pulleys be left to a trained mechanic. Engineer Miller also felt that if the engineer were to be responsible for maintaining the fire trucks, they should be provided with training about the maintenance of the trucks.

Engineer Miller thought the check list should be revamped to include a section to document the pulleys were lubricated. This would provide accountability for the engineers.

For further information regarding this interview, please refer to the audio version of this interview.

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TEXAS ENGINEERING EXTENSION SERVICE

The Texas A&M University System

As an accredited agency of the
National Board on Fire Service Professional Qualifications

Hereby certifies

Paul Miller

as

Fire Apparatus Driver/Operator: Aerial

(NFPA 1002 2003 Ed.)

May 4, 2009



Certification # 212874

Gary F. Sera, Director
Texas Engineering Extension Service

Les Bunte, Executive Division Director
Emergency Services Training Institute

Dr. Brandi Plunkett-Tinkle, Program Director
Curriculum, Certification and Evaluation



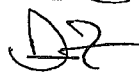
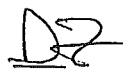
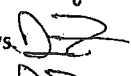
Green Valley Fire District

1285 W Camino Encanto Green Valley, AZ 85622

Phone: (520) 625-9400 / Fax: (520) 625-7122

STATEMENT OF RIGHTS

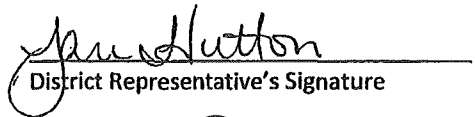
Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case. 
2. I have the right to be informed of the any and all allegations involved. 
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or routine duties as applicable. 
4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings. 
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings. 
6. I may request a person of my choice to be present to serve as a Support Observer during interviews. 
7. As a District employee, I am required to answer questions related to this incident. 
8. If I refuse to answer questions related to the performance of my routine duties, I may be subject to progressive discipline up to and including termination. 

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.


Employee's Signature

9/17/12
Date


District Representative's Signature

9/17/12
Date


Investigator's Signature

9/17/12 0829
Date



Green Valley Fire District

1285 W Camino Encanto Green Valley, AZ 85622

Phone: (520) 625-9400 / Fax: (520) 625-7122

SUPPORT OBSERVER AGREEMENT

1. I, Jaw Hutton, have agreed to be a Support Observer for Dave Zavala, a Green Valley Fire District employee, throughout the administrative investigation process started this 19 day of Sept, 2012.

2. I am not a witness to nor do I have any involvement in the incident under investigation

3. I am neither in the chain of command nor under the direct supervision of the above named employee.

4. I understand that no confidentiality exists regarding any communication between the above named employee and me as the Support Observer. I am expected to follow the Green Valley Fire District Code of Conduct with respect to any disclosure of information during this investigation.

5. I understand that I may be present at all investigative interviews and meetings between the employee and any portion or all of their supervisory staff but my role is only as a non-participatory observer.

6. I may interrupt an interview to request to speak with the employee privately, but this request will only be granted at the discretion of the investigator.

7. Throughout the investigation and possible subsequent supervisory review, I will not act as an advocate on behalf of the employee. I may, however participate in a passive role as a coach to provide information to the employee during the supervisory review.

8. I may be a Support Observer to an employee as long as it does not adversely affect my own job performance as determined by my supervisor or put the District at risk for operational readiness.

9. I may cancel my agreement to be the Support Observer at any time throughout the administrative investigation process

ACKNOWLEDGEMENT: I have read and understand the above agreement as indicated by my initials.

[Signature]
Employee's Signature

9/17/12
Date

[Signature]
Support Observer's Signature

9/17/12
Date

[Signature]
Investigator's Signature

9/17/12 0829
Date