

Hazardous Materials Company #1 Special Operations Command

Unit

Battalion

Division

2-2 269

Queens

March 12, 1991

0909

Box

Borough

Date

Time

0922

March 12, 1991

Time of Act

Date

2. MEMBERS RESPONDING

RANK	NAME	UNIT	ASSIGNED UNIT
Lieut.	James G. Oliveri	HM-1	Rescue Operations
FF 1st.	Thomas W. Nouza	HM-1	HM-1
FF 1st.	Jeffrey B. Borkowski	HM-1	HM-1
FF 1st.	Natale J. Russo	HM-1	HM-1
FF 1st.	Joseph S. Iovino	HM-1	HM-1
FF 1st.	John J. Hack	HM-1	HM-1
FF 1st.	Michael T. Maher	HM-1	E-288
FF 4th.	Thomas K. Manca	HM-1	E-324

3. ARE ANY OF THESE MEMBERS BEING RECOMMENDED INDIVIDUALLY FOR MERITORIOUS ACT IN CONNECTION WITH THIS FIRE? No (If yes - list names)

4. LOCATION OF UNIT OPERATIONS:

a) If in building: Address _____
 Height _____ Area _____ Construction _____
 Occupancy _____ Number of apartments in building _____
 Floor(s) _____ Room _____

- b) If not in building: Give complete descriptive information so that physical setting can be recreated.

John F. Kennedy International Airport. East end of runway 4 Left
 300 yards West of Rockaway Boulevard. Aircraft crash DC-8 Cargo plane.

5. PERSON(S) AIDED: None

NAME		
ADDRESS		
AGE - SEX		
RESCUE BREATHING		
EXTERNAL CARDIAC MASSAGE		
RESUSCITATOR APPLIED		
HOSPITALIZED		
NAME OF HOSPITAL		
DIAGNOSIS		
LENGTH OF HOSPITALIZATION		

REPORT OF UNIT CITATION

Haz Mat 1

Unit

March 12, 1991

Date

6. DESCRIPTION OF UNIT OPERATION:

Responding on transmission of Kennedy Airport box 2-2 269 Haz Mat 1 rendezvoused with the first arriving units and proceeded to the crash site. The convoy arrived to find a Douglas DC-8 cargo plane which had crashed on take-off. The interior of the plane was on fire and the craft's 165,000 lbs of highly volatile jet fuel was leaking from the wing tanks.

Realizing that stoppage of the fuel spill was the most critical action for his unit to take, Lt. Oliveri directed Haz-Mat members to stabilize the port wing with Vetter high lift air bags and stem the flow of leaking fuel from approximately twenty (20) locations. This accomplished, Haz-Mat members turned their attention to the starboard wing and sealed and sealed another ten (10) leaks.

With the leaking fuel hazard largely eliminated, Haz-Mat members were now free to perform a variety of tasks in controlling the fire and reducing the hazard to operating forces. They obtained the cargo manifest (Air bill) and checked it for hazardous materials for the information of the Incident Commander; assisted in the opening of the cargo door; drilled 4½ holes into the wing tanks to provide access to fuel and supervised the off-loading of same.

The initiative displayed by members of Haz-Mat 1, combined with the resourceful use of their special equipment contributed largely to the success of this operation. Their actions were performed while working in pools of unignited fuel, and fire from the plane as yet uncontrolled. This outstanding effort is worthy of recognition.

7. RECOMMENDATION:

Deputy Chief

Division

Date

COMPANY OPERATIONS REPORT

To: _____ Battalion _____
COMPANY

Report No. _____

BOX NO. _____ TIME _____ DATE _____ 19__

Location or Address _____ Adm. Dist. _____ Block No. _____

Responded to Signal _____ Received by _____ Time _____

While _____ Arrived in _____ min. Assigned _____ Due on _____

Alarm for: Fire Emergency Relocation False Alarm

Fire: STRUCTURAL _____ TYPE OF OCCUPANCY TRANSPORTATION _____ AUTO, BUS, SHIP, ETC. NON-STRUCTURAL _____ BRUSH, RUBBISH, ETC.

Building: Classification by Occupancy Residential Commercial Public
 Fireproof Fire-protected Non-fireproofed
Classification by Construction Wood frame Metal Heavy timber

Number of Stories _____ Area _____

Ordered to respond or return to _____ by _____

Time Returned _____ Date Returned _____ At Work _____ hrs. _____ min.

Members responding _____

Members relieving _____

_____ Time _____

Hydrant: Location _____ Pressures: Start _____ Finish _____ Average _____

Water: Time Used _____ Gallons Used—Fresh _____ Salt _____

Masks Used	TYPE	MASK NO.	DURATION	TYPE	MASK NO.	DURATION
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____

Remarks:

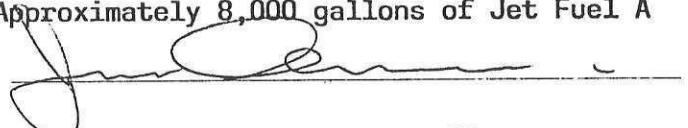
OPERATIONS:

Plugged large fuel leak on starboard wing with box crib, leak sealing bag and closed cell foam also sealed 8 to 10 smaller leaks with golf tees and plug and dike compound.

Assisted Rescues 2 and 4 with opening cargo door.

Obtained and checked cargo manifest for hazardous materials none found in large quantities.

Supervised and assisted fuel off loading operation, Drilled out four fuel strainers with air powered drill also drilled in to wing tip tanks with 4½ hole saw to off load same. Approximately 8,000 gallons of Jet Fuel A off loaded from aircraft.


Rank Lieutenant Group No. 20

COMPANY OPERATIONS REPORT

To: 51 Battalion Hazardous Materials Co 1 *Report No.* _____
COMPANY

BOX NO. 2-2 269 TIME 0909 DATE 03/12/91 19__

Location or Address J.F.K. Runway Adm. Dist. _____ Block No. _____

Responded to Signal Special Call Received by Teleprinter Time 0909

While in quarters Arrived in 13 min. Assigned 1 Due on 3

Alarm for: Fire Emergency Relocation False Alarm

Fire: STRUCTURAL _____ TYPE OF OCCUPANCY TRANSPORTATION Aircraft DC-8 NON-STRUCTURAL _____
AUTO, BUS, SHIP, ETC. BRUSH, RUBBISH, ETC.

Building: Classification by Occupancy Residential Commercial Public
 Fireproof Fire-protected Non-fireproofed
 Classification by Construction Wood frame Metal Heavy timber
 Number of Stories _____ Area _____

Ordered to respond or return to QUARTERS by D.C. Pender

Time Returned 1810 Date Returned _____ At Work 9 hrs. 01 min.

Members responding Lieut. Oliveri, FF. Nouza, FF. Borkowski, FF. Russo, FF. Iovino
FF. Hack, FF. Manca E-324, FF. Maher E-288

Members relieving None

Hydrant: Location _____ Pressures: Start _____ Finish _____ Average _____

Water: Time Used _____ Gallons Used—Fresh _____ Salt _____

Masks Used	TYPE	MASK NO.	DURATION	TYPE	MASK NO.	DURATION
	4.5	1	20 min.	4.5	4	20 min
	4.5	2	20 min	4.5	5	20 min
	4.5	3	20 min	4.5	6	20 min
				4.5	7	20 min

Remarks: Operated under : A.C. Burns, D.A.C. Brown, D.A.C. Regler, D.C. Pender Div. 13
 D.C. Gallagher S.O.C., B.C. DiPietro, Batt 51, B.C. Devlin Batt 54

Injured Members: Lieut. Oliveri chemical burns legs, arms, (Jet Fuel A)
 FF. Nouza chemical burns eyes, legs arms face (Jet Fuel A)
 Granted medical leave M.O. Dr. Ossias
 OPERATIONS: FF. Iovino chemical burns hands, wrists. (Jet Fuel A)
 FF. Manca E-324 chemical burns wrists, arms. (Jet Fuel A)
 FF. Borkowski chemical burns wrists, arms. (Jet Fuel A)

Arrived at crash site with first convoy of F.D.N.Y.
 Stabilized aircraft by placing two Vetter high lift air bags under port side wing.
 Plugged 16 to 20 fuel leaks on port side wing with golf tees, wedges, and plug and dike compound-

(See other side)

Rank _____ Group No. _____

10/16/91

To : Carlos Riviera FIRE COMMISSIONER
From: James Oliveri Lieutenant Hazardous Materials Company #1
Subject: Appeal on actions taken by the BOARD OF MERIT

Sir, this appeal is based on the additional facts relative to the work performed which were not included in the original report. While many units operated at the box, this information will demonstrate why consideration should be given to Hazardous Materials Company #1.

Haz-Mat was the only unit on the scene that performed a variety of operations, all of which were designed to protect other operating personnel. The difficulty in performing these operations was not mentioned in the original report.

Aircraft Stabilization - The port wing had to be stabilized with air bags. These bags were special bags only carried by Haz-Mat. Their weight is considerable and it takes three men to set up and operate the bags. (Additional information) This equipment had to be carried a considerable distance and positioned under the wing. While this positioning took place members were burned with heated Jet A Fuel which was located in large quantities under the wing. (Additional information) No member complained of these injuries, requested medical leave or relief until after the operation was concluded some 9 1/2 hours later. The Medical & Exposure Reports are included (Additional information).

Leak Sealing - Haz-Mat sealed approximately 30 leaks to prevent a more hazardous condition from occurring. These leaks were in difficult areas to maneuver and operate from, exposing members to still more Jet A Fuel. (Additional information) Fires still existed in the aircraft at this time, putting haz-mat members at risk (Additional information) Leak sealing kits, non sparking tools, air bags and supply lines had to be moved into position and repositioned many times to accomplish this task. (Additional information) Members had to expose themselves to the Jet A Fuel several times to monitor the leak sealing upon completion. This resulted in greater exposure times (TLV for the product is 14 ppm / 10,000 ppm is equal to 1%) for haz-mat members. (Additional information)

Forcible entry - while other units were assigned this task, haz-mat assisted in the operation of removing the cargo doors. (Additional information) Members wanted to check the cargo for hazardous

materials to prevent exposures to other operating personnel at the scene. All documentation had to be located and reviewed, this information once disseminated was passed on to the operating forces. (Additional information)

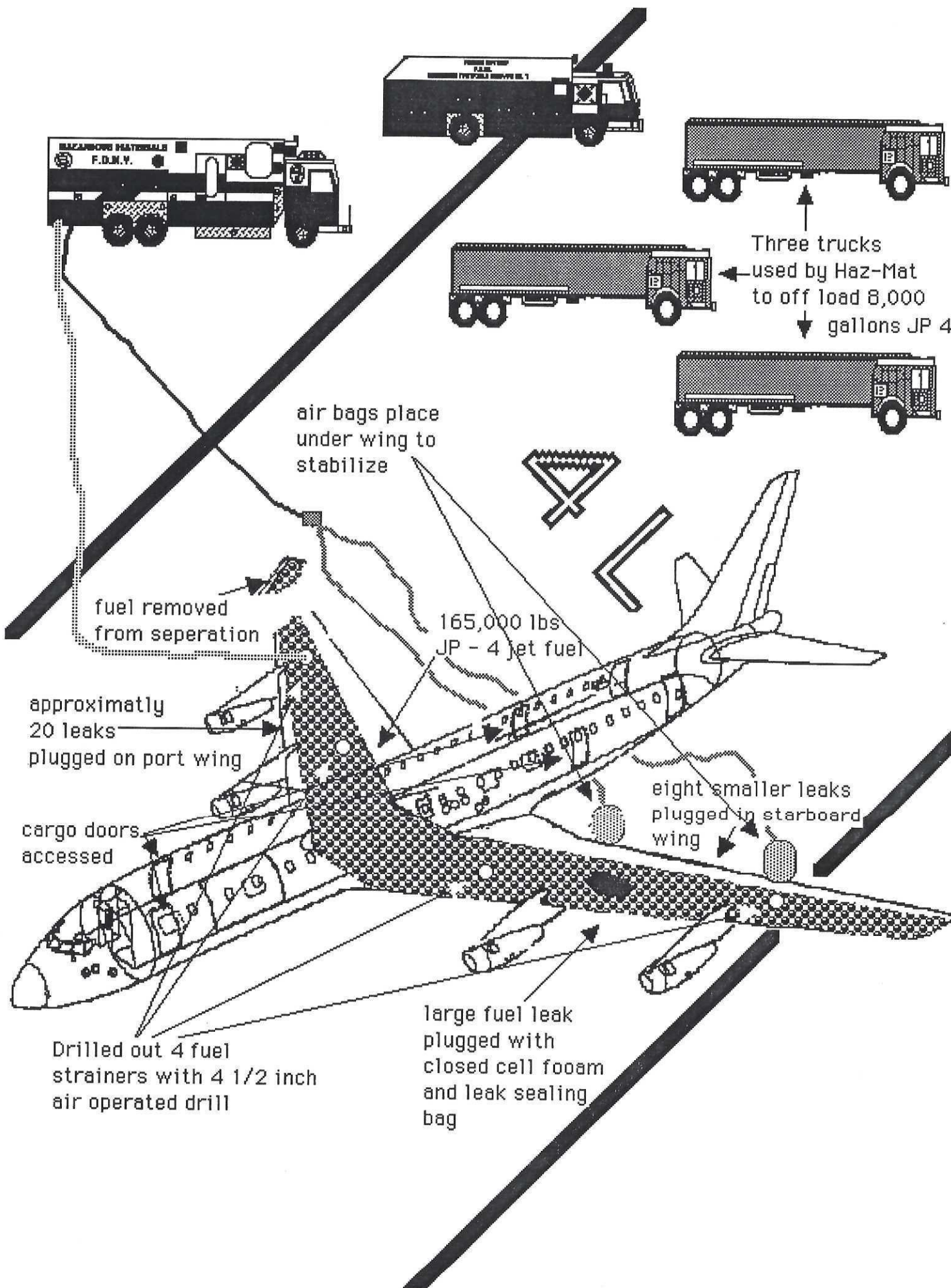
Fuel removal - from the aircraft was necessary, this was not possible under existing conditions. Haz-Mat members used ingenuity and initiative to make this possible. Four 4 1/2 inch holes had to be drilled in the fuel filled areas of the wings drilling out the fuel strainers. (Additional information) This was a dangerous operation since the fire had not all been extinguished and the flash point of 120 F was easily reached; the flammable range for the product was .07 - 5.0. (Additional information) Haz-Mat accomplished this task without incident.

Product transfer - Since access to the fuel was gained it was now possible for the remaining fuel to be removed from the wings. This was done through the use of three off-loading vehicles. Transfer equipment had to be connected. Grounding and continuity of grounding cables had to be checked and monitored throughout the operation because of the possibility of self generating static electricity. Successful removal of 61,605 lbs. (about 8,325 gallons) was accomplished. (Additional information)

Air monitoring was continually provided by haz-mat to insure that an explosive atmosphere did not exist. (Additional information) This provided safer working environments for all operating personnel.

In all each operation described above would put a strain on any one company in the dept. All this work was performed by Haz-Mat in spite of their injuries and working without relief for some 9 1/2 hours. I respectfully request that all this information be reevaluated along with the additional information supplied (supporting documents enclosed) and Hazardous Materials Company #1 be considered for a unit citation.

Respectfully submitted



HAZARDOUS MATERIALS
F.D.N.Y.

FUEL SERVICE
FUEL SERVICE

Three trucks
used by Haz-Mat
to off load 8,000
gallons JP 4

air bags place
under wing to
stabilize

fuel removed
from separation

165,000 lbs
JP - 4 jet fuel

approximately
20 leaks
plugged on port wing

cargo doors
accessed

eight smaller leaks
plugged in starboard
wing

Drilled out 4 fuel
strainers with 4 1/2 inch
air operated drill

large fuel leak
plugged with
closed cell foam
and leak sealing
bag

MATERIAL SAFETY DATA SHEET

Manufacturers/Suppliers Names:

The Belcher Company of New York, Inc.
The Belcher Company of Tennessee, Inc.
Belcher New England, Inc.
Belcher Oil Company
Belcher Towing Company
Coastal Eagle Point Oil Company

Coastal Hercules, Inc.
Coastal Refining & Marketing, Inc.
Coastal States Crude Gathering Company
Coastal States Trading, Inc.
Coastal Tankships U.S.A., Inc.
Coscol Marine Corporation

Coscol Petroleum Corporation
Derby Refining Company
Pacific Refining Company
Texas Tankship Agency, Inc.
Western Fuel Oil Company

Address: 9 Greenway Plaza
Houston, Texas 77046

Info Phone: (713) 877-1400

Emergency Phone: (713) 877-1400

PRODUCT IDENTIFICATION

Trade Name: Jet A
Synonyms: Jet Fuel, Dual Purpose Kerosine.

Date Revised: 10-07-85

Chemical Name and/or Family or Description: Kerosine

COMPOSITION

OCCUPATIONAL EXPOSURE LIMITS*

INGREDIENT	CAS NUMBER	WT%	PEL	TLV	OTHER	UNITS
Kerosine	008008-20-6	100	N.A.	N.A.	14	ppm NIOSH, 1977

* 8-hour TWA unless otherwise specified.

TYPICAL PHYSICAL AND CHEMICAL PROPERTIES

Boiling Point 760 mmHg: 310°F
Vapor Pressure mmHg @ 20°C: N.A.
Solubility in H₂O%: Insoluble
pH: N.A.
Appearance: Water clear liquid
% Volatile by Volume: 99.5

Melting Point: N.A.
Vapor Density (Air = 1): N.A.
Specific Gravity: 0.807
Evaporation Rate: N.A.
Odor: Mild petroleum odor
Viscosity (Method, Temp): Approx. 30 SUS @ 40°C
N.A. = Not Available

FIRE AND EXPLOSION DATA

Flash Point: 120°F (TCC) Autoignition Temperature: 410°F
Flammable Limits in Air % by Vol. Lower: 0.7 Upper: 5.0
Extinguishing Media: Dry chemical, foam, carbon dioxide and water spray.

Special Fire Fighting Procedure: Use a water spray to cool fire-exposed containers. Use a smothering technique for extinguishing fire of this combustible liquid. Do not use a forced water stream directly on petroleum fires as this will scatter the fire. Firefighters should wear self-contained breathing apparatus and full protective clothing.

Unusual Fire or Explosion Hazard: Flowing kerosine can be ignited by self-generated static electricity; containers should be grounded and bonded.

REACTIVITY DATA

Stability: Stable

Hazardous Polymerization: Will not occur.

Conditions to Avoid/Incompatibility: Strong oxidizing agents, heat, spark, flame and build-up of static electricity.

Hazardous Decomposition Products: Carbon monoxide, carbon dioxide, and hydrocarbons.

HEALTH HAZARD DATA

Carcinogenicity: NTP: No IARC Monographs: No OSHA Regulated: No

Threshold Limit Value: 14 ppm NIOSH, 1977

Effects of Overexposure

Acute:

Eyes: Slight to moderate eye irritation.

Skin: Moderately Irritating; causes redness, drying of skin.

Inhalation: Irritating to mucous membranes and respiratory tract. Will produce symptoms of intoxication, such as headache, dizziness, nausea, vomiting, loss of coordination and loss of consciousness.

Ingestion: Can be irritating to the mouth, throat, and digestive tract. Aspiration into the lungs through vomiting may cause hemorrhaging, pulmonary edema and chemical pneumonitis.

Chronic: May cause reduction of erythrocytes, marrow hypoplasia, and changes in formed elements of the blood.

Additional Medical and Toxicological Information: May aggravate pre-existing dermatitis.

EMERGENCY AND FIRST AID PROCEDURES

Eye Contact: Flush thoroughly with water for at least 15 minutes. Get medical attention.

Skin Contact: Remove contaminated clothing. Wash affected areas with soap and water.

Inhalation: Remove to fresh air. Apply artificial respiration if not breathing. Get medical attention.

Ingestion: Do not induce vomiting. **Aspiration Hazard** If spontaneous vomiting occurs, hold the victim's head lower than hips to prevent aspiration.

SPECIAL PROTECTION INFORMATION

Eye Protection: Remove contact lenses and wear chemical safety glasses or goggles where contact with liquid or mist may occur.

Skin Protection: Wear impervious gloves when contact with skin may occur.

Inhalation: Provide approved organic mist/vapor respirators for low concentration usage. Use approved respiratory protective equipment for cleaning large spills or entry into large tanks, vessels or other confined spaces.

Ventilation: Provide adequate ventilation to keep mist or vapors below allowable exposure levels.

SPILL OR LEAK AND DISPOSAL PROCEDURES

Spill Procedures: Remove sources of heat or ignition, including internal combustion engines and power tools. Clean-up spill but do not flush to sewer or surface water. Ventilate area and avoid breathing vapors or mists.

Waste Disposal: Dispose through a licensed waste disposal company. Follow federal, state and local regulations.

SPECIAL PRECAUTIONS AND COMMENTS

Storage Requirements: Store in tightly closed containers in a dry cool place, away from sources of heat or ignition. Ground and bond all transfer and storage equipment to prevent static sparks.

DOT Classification: Combustible liquid.

Other: ID No. UN 1223

DATE PREPARED: October 7, 1985

INDUSTRIAL HYGIENE: Delno D. Malzahn, CIH

MEDICAL REVIEW: E. A. Shaptini, M.D.

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COMPANY OPERATIONS REPORT

To: 51 Battalion Hazardous Materials Co 1 *Report No.* _____
COMPANY

BOX NO. 2-2 269 TIME 0909 DATE 03/12/91 19__

Location or Address J.F.K. Runway Adm. Dist. _____ Block No. _____

Responded to Signal Special Call Received by Teleprinter Time 0909

While in quarters Arrived in 13 min. Assigned 1 Due on 3

Alarm for: Fire Emergency Relocation False Alarm

Fire: STRUCTURAL _____ TRANSPORTATION Aircraft DC-8 NON-STRUCTURAL _____
TYPE OF OCCUPANCY AUTO, BUS, SHIP, ETC. BRUSH, RUBBISH, ETC.

Building: Classification by Occupancy Residential Commercial Public
 Fireproof Fire-protected Non-fireproofed
 Classification by Construction Wood frame Metal Heavy timber

Number of Stories _____ Area _____

Ordered to respond or return to QUARTERS by D.C. Pender

Time Returned 1810 Date Returned _____ At Work 9 hrs. 01 min.

Members responding Lieut. Oliveri, FF. Nouza, FF. Borkowski, FF. Russo, FF. Iovino
FF. Hack, FF. Manca E-324; FF. Maher E-288

Members relieving None

_____ Time _____

Hydrant: Location _____ Pressures: Start _____ Finish _____ Average _____

Water: Time Used _____ Gallons Used—Fresh _____ Salt _____

Masks Used	TYPE	MASK NO.	DURATION	TYPE	MASK NO.	DURATION
	4.5	1	20 min.	4.5	4	20 min
	4.5	2	20 min	4.5	5	20 min
	4.5	3	20 min	4.5	6	20 min
				4.5	7	20 min

Remarks: Operated under : A.C. Burns, D.A.C. Brown, D.A.C. Regler, D.C. Pender Div. 13
 D.C. Gallagher S.O.C., B.C. DiPietro, Batt 51, B.C. Devlin Batt 54

Injured Members: Lieut. Oliveri chemical burns legs, arms, (Jet Fuel A)
 FF. Nouza chemical burns eyes, legs arms face (Jet Fuel A)
 Granted medical leave M.O. Dr. Ossias

OPERATIONS: FF. Iovino chemical burns hands, wrists. (Jet Fuel A)
 FF. Manca E-324 chemical burns wrists, arms. (Jet Fuel A)
 FF. Borkowski chemical burns wrists, arms. (Jet Fuel A)

Arrived at crash site with first convoy of F.D.N.Y.

Stabilized aircraft by placing two Vetter high lift air bags under port side wing.

Plugged 16 to 20 fuel leaks on port side wing with golf tees, wedges, and plug and dike compound-

(See other side)

Rank _____ Group No. _____

COMPANY OPERATIONS REPORT

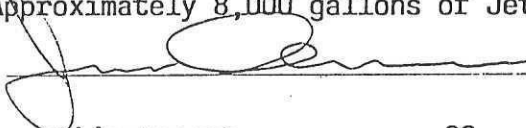
OPERATIONS:

Plugged large fuel leak on starboard wing with box crib, leak sealing bag and closed cell foam also sealed 8 to 10 smaller leaks with golf tees and plug and dike compound.

Assisted Rescues 2 and 4 with opening cargo door.

Obtained and checked cargo manifest for hazardous materials none found in large quantities.

Supervised and assisted fuel off loading operation, Drilled out four fuel strainers with air powered drill also drilled in to wing tip tanks with 4½ hole saw to off load same. Approximately 8,000 gallons of Jet Fuel A off loaded from aircraft.


Rank Lieutenant Group No. 20

REPORT TYPE
 0—Original
 2—Amendment
 3—CD-73 → CD-72

FIRE DEPARTMENT • CITY OF NEW YORK

DOSH-900 NO. _____

MEMBER INJURY REPORT

INCIDENT NO. BORO BOX NO.
 0092 5 0269

CASE SEVERITY
 11. Minor
 12. No Time Lost
 20. Time Lost
 30. Time Lost—Severe
 60. Death
 20

Batt. Chief _____ Bn. _____ (A) INJURED MEMBER

Name: MOUZA THOMAS Social Sec. No. 097363370 Age 44 Sex M
 Rank 11 Assigned Gr. No. 14 Assigned Unit 1006 Batt. 50C Div. 50C Unit Where Working When Injured 1006
 Date of Appointment 10/19/68 Tax No. 837708 Home Address 87-06 252 ST. BELLEROSE NY 11420

(B) MEDICAL HISTORY

Date of Injury 03/12/91 Time 0909 Hours on Duty 01 Responses in Past 24 Hours 00 Date Injury Reported 3/12/91
 Describe Nature of Injury Fully JET FUEL SPLASHED INTO MEMBERS EYES WHILE PLUGGING LEAKING WING TANKS ON DOWNED AIRCRAFT
 Examining Doctor At Time of Injury R. NAJAR Address N.Y. EYE AND EAR
 Hospital N.Y. EYE & EAR Borough MAN Admitted Treated & Released
 Date No Time Lost Leave Granted _____ How Granted _____ Date Time Lost Leave Granted _____ How Granted _____
 Med. Off. Granting _____ Med. Off. Granting _____
 No Time Lost Leave _____ Time Lost Leave 051/15
 Medical Diagnosis _____
 PATIENT TAKEN TO 1—Hospital
 2—Doctor's Office or Clinic
 6—Residence
 7—Not Transported
 8—Medical Office
 9—Quarters
 Primary Injury SYMPTOM 05 BODY PART 12 Secondary Injury SYMPTOM _____ BODY PART _____ Tertiary Injury SYMPTOM 3J BODY PART 12 Other Injury SYMPTOM _____ BODY PART _____

(C) OPERATION AND ACTIVITY

Casualty Type 2 Where Injury Occurred 21 Activity at Time of Injury 36 Apparent Cause of Injury 400 Medical Care Provided
 Responding To/ Operating At E—Emergency F—Fire M—False Alarm Operation Activity 1—Operating 2—Overhauling 3—Taking-Up Building Operating At O—Occupied V—Vacant P—Partially Vacant N—Non-Structural

(D) PROTECTIVE EQUIPMENT

Turnout Coat <input checked="" type="checkbox"/>	Status <u>4</u>	Problem <u>7</u>	Face Protection <u>8</u>	Problem <input type="checkbox"/>
Breathing Apparatus <input checked="" type="checkbox"/>	Status <u>3</u>	Problem <u>97</u>	Hand Protection <u>4</u>	Problem <u>7</u>
Boot, Shoe <u>9</u>	Status <u>7</u>	Problem <u>8</u>	Special Equipment <input checked="" type="checkbox"/>	Status <input type="checkbox"/> Problem <input type="checkbox"/>
Helmet <input checked="" type="checkbox"/>	Status <input type="checkbox"/>	Problem <u>7</u>		

133 MANUFACTURER 142 143 MODEL 152 153 PROBLEM—NOT STATED ABOVE 170

(E) DESCRIPTION OF ACCIDENT AND REMARKS

(If more space is needed, continue on back, using carbon paper)

DUE TO VERY LIMITED CLEARANCE UNDER PLAIN WING MEMBER WAS ON HIS BACK PLUGGING LEAKING WING TANKS. AS OPERATION PROGRESSED FUEL SPLASHED INTO EYES

Section 11.3.29 and/or 11.3.36 of the Regulations complied with? Yes N/A

Nature of Injury as described is accurate Thomas W. Mouza SIGNATURE OF INJURED 3/12/91 DATE

Company Officer JAMES G. OLIVERI Unit Res Ops Date 3/20/91

Battalion Chief _____ Batt. _____ Date _____

Deputy Chief _____ Div. _____ Date _____

3 REPORT TYPE
 1 0—Original
 2—Amendment
 3—CD-73 → CD-72
 INCIDENT NO. BORO BOX NO.
 2 0092 5 0269
 6 7

FIRE DEPARTMENT • CITY OF NEW YORK

DOSH-900 NO. _____

MEMBER INJURY REPORT

CASE SEVERITY 11. Minor
 12. No Time Lost
 20. Time Lost
 30. Time Lost—Severe
 60. Death
 11 11

Batt. Chief _____ Bn. _____ (A) INJURED MEMBER

Name: FOYI NO JOSEPH S Social Sec. No. 090467696 Age 37 Sex M
 Rank 11 Assigned Gr. No. 01 Assigned Unit 1006 Batt. 30C Div. 55 Unit Where Working When Injured 1006 Member Assignment 1
 Date of Appointment 082579 Tax No. 902708 Home Address 42-10 220th Bayside NY 11221

(B) MEDICAL HISTORY

Date of Injury 031291 Time 0909 Hours on Duty 01 Responses in Past 24 Hours 00 Date Injury Reported 3/12/91
 Describe Nature of Injury Fully: Member's Coat & gloves saturated by hot fuel while working on tank & back developed.
 Examining Doctor At Time of Injury _____ Address _____ Hospital _____ Borough _____ Admitted _____ Treated & Released _____
 Date No Time Lost Leave Granted _____ How Granted _____ Date Time Lost Leave Granted _____ How Granted _____
 Med. Off. Granting _____ Med. Off. Granting _____
 No Time Lost Leave _____ Time Lost Leave _____
 Medical Diagnosis _____
 Primary Injury SYMPTOM 99 BODY PART 32 Secondary Injury SYMPTOM - - BODY PART - - Tertiary Injury SYMPTOM - - BODY PART - - Other Injury SYMPTOM - - BODY PART - -

(C) OPERATION AND ACTIVITY

Casualty Type 2 Where Injury Occurred 21 Activity at Time of Injury 40 Apparent Cause of Injury 900 Medical Care Provided 1
 Responding To/ Operating At F E—Emergency F—Fire M—False Alarm Operation Activity 1 1—Operating 2—Overhauling 3—Taking-Up Building Operating At N O—Occupied V—Vacant P—Partially Vacant N—Non-Structural

(D) PROTECTIVE EQUIPMENT

Turnout Coat 7	Status 3	Problem 7	Face Protection 1	Problem 7
Breathing Apparatus 2	Status 2	Problem 97	Hand Protection 4	Problem 7
Boot, Shoe 3	Status 1	Problem 8	Special Equipment 8	Status 8 Problem 8
Helmet 1	Status 3	Problem 7		

133 MANUFACTURER 142 143 MODEL 152 153 PROBLEM—NOT STATED ABOVE 170

(E) DESCRIPTION OF ACCIDENT AND REMARKS

(If more space is needed, continue on back, using carbon paper)

While plugging Jet-A Fuel leak in DC 8 Kennedy Airport Member's turnout & gloves saturated with fuel, member filled out CD 73 & battle developed back on lower arms

Section 11.3.29 and/or 11.3.36 of the Regulations complied with? Yes N/A

Nature of Injury as described is accurate _____ SIGNATURE OF INJURED _____

Company Officer JAMES G. OLIVERI Unit Ops Ops

Battalion Chief _____ Batt. _____

Deputy Chief _____ Div. _____

3/12/91 DATE

3/20/91 DATE

DATE

DATE