

**Incident Type** Structure fire not involving an enclosed building  
**Incident Number** 00001-2011-024212-00

# Basic Incident Report

Capital City Fire / Rescue

## Location

**Location** 2160 Lawson Creek Road  
**City, State, Zip** Juneau, AK 99801  
**County** Juneau County  
**Map Number**  
**Station District** Fire Station 2  
**Response Zone**  
**Census Tract** **Occupancy ID**

## Incident Chronology

**Incident Date** 07/01/2011  
**Time of Call** 00:31:08  
**First Unit Arrived** 00:38:54  
**Under Control** 00:52:52  
**Last Unit Cleared** 06:00:00  
**Shift** B Shift  
**Day of Week** Friday

**Actions Taken** Incident command; Extinguish; Salvage & overhaul; Investigate

**Property Use** Detached residential garage

**Mixed Property Use** Property use is not mixed

**HazMat Involved** No hazardous materials were involved in the incident

## Special Resources

### Estimated Dollar Loss

**Property** \$150,000  
**Contents** \$10,000

### Pre-Incident Value

**Property** \$150,000  
**Contents** \$10,000

### Incident Casualties

1 firefighter was injured.

**Residential Units** No residential units where involved.  
**Buildings Involved** 1 building was involved in the fire.  
**Acres Burned** The fire burned less than one acre.  
**Area of Fire Origin** Vehicle storage area; garage, carport  
**Heat Source** Undetermined  
**Item First Ignited** Undetermined  
**Type of Material First Ignited** Undetermined  
**Cause of Ignition** Cause under investigation

### Factors Contributing to Ignition

Undetermined.

### Factors Affecting Suppression Efforts

No factors affecting suppression were reported.

### Human Factors

No human factors were involved.

### Investigator Activity

Investigator Daniel Jager was dispatched or responded automatically.

### Mobile Property Involved In Fire

**Involvement** Involved in ignition and burned  
**Property Type** Passenger car.  
**Make** Ford  
**Model** Mustang  
**License Number** EYW288  
**Year Mfg** 1997  
**State** Alaska  
**VIN**

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## Basic Incident Report

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Structure Type Open structure  
Building Status  
Story of Fire Origin  
Extent of Flame Spread

Building Height  
# Stories Above Grade  
# Stories Below Grade

Number of stories with minor (1-24%) flame damage  
Number of stories with significant (25-49%) flame damage  
Number of stories with heavy (50-74%) flame damage  
Number of stories with extreme (75-100%) flame damage

Building Size  
Total Square Feet

Type of item that contributed most to the flame spread  
Type of material that contributed most to the flame spread

### Detection Systems

Presence of Detectors  
Type of Detectors  
Detector Power Supply  
Detector Operation  
Detector Effectiveness  
Reason For Failure

### Extinguishing Systems

Presence of Extinguishing System  
  
Type of Extinguishing System  
Extinguishing System Operation  
Reason For Failure  
# of Sprinkler Heads Activated

## Owner & Other Involved Persons

Involvement	Name	Phone	Business Name
Other	Mr. Duane . Gates	(907) 790-3948	Exit Realty
Other	Ms. Sylvia . Feakes		
Other	Ms. Dawn . Kolden		
Other	Mr. James . Kemp		
Other	Ms. Iris . Frank		
Other	Mr. Richard . Hinderhofer		
Other, Person of interest	Mr. John . Lisowski		

## Incident Narrative

### Dispatch:

On Friday, July 1, 2011 at approximately 0030 hours, Capital City Fire Rescue was dispatched to 2160 Crow Hill Drive, Crow Hill Condos, for a vehicle fire.

Engine 11 and Battalion 1 responded and arrived on location approximately 5 minutes after tone out.

Engine 11 and Medic 5 were on a medical call previous to this call.

### Fire Attack:

Upon arrival, Engine 11 Captain Todd Cameron advised that there was a car port and 4 vehicles involved and requested an all call. He also stated that the crew would be in a quick attack mode and search mode. At this time, incident command was transferred to Battalion 1 (Fire 4).

Engine 21 arrived and was directed to make a connection to a hydrant for water supply and lay into Engine 11. Two 1 3/4" handlines were deployed from Engine 11 and a 2 1/2" line was deployed from Engine 21. There was an interruption in suppression efforts for approximately 2 minutes as water supply was being established and Engine 11 tank water was already used for the quick attack that knocked down a majority of the fire. After water supply was established, personnel continued flowing water and foam solution to the carport.

Assistance was received from Juneau Police Department who helped evacuate residents in the nearby buildings. Approximately 15 minutes into the incident the fire was knocked down and overhaul was started.

### Conclusion:

There were 6 vehicles involved and one wood framed carport structure. One firefighter was transported to Bartlett Regional Hospital for evaluation and was released a few hours later.

After the fire was extinguished, a fire origin and cause investigation was conducted immediately. Fire 4 was in charge of the investigation. Juneau Police Department is assisting with the investigation of this fire. A fire investigation report is pending completion and will be added at a later date.

Damage is estimated at \$160,000.00

VEHICLE 1: GCY932 A RED SUBA

VEHICLE 2: EBU898 SUBA

VEHICLE 3: DTG628 A LITTLE PK

VEHICLE 4: FCY673 HONDA

VEHICLE 5&6 PLATES DESTROYED BY FIRE

## Fire Origin & Cause Investigation

CCFR Case # 2011-024212

Investigator: Fire Marshal Daniel M. Jager

Date of Loss: July 1, 2011

Location : 2160 Lawson Creek Road

Time of Alarm: 0030 hours

### BACKGROUND:

1) On Friday, July 1, 2011, at approximately 0030 hours, Capital City Fire Rescue was dispatched to Crow Hill Condos located at 2160 Lawson Creek Road for a report of a

single vehicle fire. Upon arrival, fire personnel reported several vehicles and a carport on fire. After the fire was extinguished, a fire origin and cause investigation began immediately.

**INFORMATION:**

- 2) An origin and cause investigation was conducted and led by myself with the assistance of Fire Chief Richard Etheridge. The investigation began at approximately 0200 hours.
- 3) The structure involved was an unprotected wood frame carport. It had an unprotected wood roof assembly on top of heavy timber posts with asphalt shingle covering. The floor surface was a paved asphalt surface. The carport did not have any walls. There were three (3) vehicles parked in the carport and three (3) vehicles parked on either side of the carport. The entrance to the carport was facing the East and the back wall of the carport was the West. Facing the entrance from South side towards the North was a newer 4 door Subaru Forester, an older 4 door Subaru Forester, a small 2 door pick up truck, a 2 door Ford Mustang, a vacant space, a small 2 door pick up truck and a 4 door Honda Element.
- 4) The carport was a detached, stand alone structure approximately 40 feet in length and 20 feet in width. It was approximately 20 feet away from the nearest structure. There was no other exposures near the carport. It was built up against a dirt and rock retaining wall which was covered by grass. The floor of the carport was asphalt covered with a slight downward slope towards the south for drainage.
- 5) The weather was overcast with a slight breeze from the north. When fire personnel

arrived, the fire had engulfed all six (6) vehicles and the carport. Juneau Police Officers were on scene assisting with evacuating the residents.

6) The fire had occurred in the carport and was confined to the carport and the vehicles. The vehicles were considered a total loss due to heat and or smoke damage. Most of the carport had been consumed by the fire. There was a partial roof assembly visible on the north side of the carport and there were a set of wooden storage cabinets in the same area that were burned. Inside of the cabinets were containers that are similar to the type used for flammable liquid or petroleum product storage. There were no other readily recognizable items in the carport.

7) Directly in front of the carport entrance was a section of the Crow Hill Condo buildings. There was slight heat damage sustained to the trees that were in this area and a heat damaged newspaper box, but no other recognizable damage to the building was reported. To the north of the carport was another building section of the condo complex. There was a small area of brush that had sustained some heat damage but no other reported damage to the building.

#### **INTERVIEWS:**

8) Rick Hinderhofer, tenant and owner of Ford Mustang, Cell (610) 348-1245

I spoke with HINDERHOFER at the fire scene the night of the fire at approximately 0230 hours. The interview was not tape recorded. In essence, HINDERHOFER stated that he had been told about the fire from a friend calling him. He was in the final stages of moving out of the condo he was in since December, and moving to a place out in the valley. The last time he was at the condo was the night before the fire and he had left at approximately 6 pm after a meeting with a realtor. HINDERHOFER was the owner of

the Ford Mustang. He said that he bought the car off of Craigslist and intended for it to a project car to work on fixing up. He said the value of the car was around \$1,000.00. The last time he had operated the car was about one month prior to the fire. He did not know of any mechanical or electrical problems or operational problems. He was the only person that had keys to the car and did not have any vandalism or attempted break in issues with the car. There were no personal items left in the car. When asked about problems with tenants or people in the neighborhood, he mentioned that about two weeks prior to the fire, there was a loud dispute between another tenant, John Lisowski, and someone else. He did not know the details but said that was the only time he could think of any issues occurring there. The interview was concluded at approximately 0235 hours.

**9) Iris Frank, tenant and condo association president Home (907) 500-2118**

An interview was conducted with Ms. Frank on Monday, July 11, 2011, at approximately 1600 hours the interview was not tape recorded. In essence, Ms. FRANK stated that she was home the night of the fire. She was asleep and had been woken up by a boom sound.

When she went to the front door, which faces the carport, she saw bright light and fire all throughout the carport. She evacuated her condo and waited outside while the fire personnel extinguished the fire. Ms. FRANK did not know of any serious issues with the tenants or neighborhood and did not have any vandalism problems with her property.

She did mention that one tenant, John Lisowski, did have a heated discussion with another tenant from another building on the complex a few weeks prior to the fire. She stated LISOWSKI had been outside late one night and had hit another truck that had drove through the area. The truck belonged to a friend of a condo resident. She said that LISOWSKI was arrested that night for the incident. She said that the day before, July 10, 2011, in the afternoon, she was outside with LISOWSKI looking at the fire scene.

FRANK said that LISOWSKI was talking about how sad he was about the fire occurring and that he felt very sorry for the lady that owned the car next to his truck, and that he knew she did not have good insurance coverage and that even though he did not have a lot of money he wanted to give her and only her some money because he felt so bad. The interview concluded at approximately

**10)** Photographs were taken of the perimeter of the fire scene. I had started with the north side of the carport and walked around in a clockwise direction. After photographing the perimeter I took photos of each vehicle that was involved in the fire, again in a clockwise direction. While observing each vehicle, it was noted that the fuel cap door on each vehicle had been opened. This was pointed out by Captain Todd Cameron who also stated that none of the fire personnel had done this and that they were found already open. Inside each vehicle fuel cap area was a metal spring, similar to the spring that would be found as part of the fuel cap. The only vehicle that did not have this spring located in the fuel tank fill area was the mustang. The spring for that cap was found in the debris on the ground immediately below the fuel cap area. The vehicles had all sustained significant heat damage on all sides as well as inside of each vehicle.

**11)** The carport structure was examined. Towards the south side of the structure, the posts that were in the ground that provided support to the roof were all in tact. The roof assembly on this side of the structure was consumed by the fire. There was a small portion of the structure roof on the north side of the carport. A walk around the carport was conducted and the burn patterns on the remaining posts were noted. Looking at the carport from the front side, there was a noticeable V-shaped burn pattern. The posts on both of the sides of the carport had sustained damage but the burn pattern on the center

posts went all the way to the ground. This indicated that the fire was possibly burning the longest in this area. Next to the center posts was where the mustang was parked. The mustang was observed and appeared to have significant discoloration to the metal surfaces. This discoloration was indicative of longer exposure to heat or exposure to more intense heat in this area.

**12)** A closer look at the mustang was conducted. There did not appear to be any signs of a possible cause for the fire patterns that were found on the vehicle metal. The interior was examined and the contents of the interior were consumed by the fire. The over all damage appeared to be the greatest at this vehicle which was shown from the metal discoloration as well as the burn patterns from the wooden posts next to this vehicle that extended down to the ground level. No evidence was taken from this scene.

**13)** The initial investigation was concluded at approximately 0600 hours. Sgt. Paul Hatch and Detective Krag Campbell with the Juneau Police Department Criminal Investigation Unit were notified of the fire and provided assistance. Both of them conducted interviews with several of the residents near the fire scene and their notes are with their portion of the investigation report. Detective Campbell conducted an interview with resident John Lisowski on Friday July 22, 2011 at Juneau Police Department with myself and Deputy Fire Marshal Sven Pearson present. That interview was video and voice tape recorded.

**CONCLUSION:**

**14)** After examining the fire scene and conducting interviews, it is in my professional opinion that this fire is undetermined and still under investigation. There was no potential heat source found at the fire scene and no readily explained cause for the fire to



have occurred. The area of fire origin is the Ford Mustang due to the burn patterns that were found in this area. The fuel cap door on this vehicle was found in the open position by the fire personnel during suppression activities. The unique difference with the Ford Mustang was that the small metal spring that was present in the other five vehicles fuel spout, was no present in the Ford Mustang fuel tank fill spout. That small metal spring was found on the ground directly below the fuel tank fill spout of the Ford Mustang. After interviewing the owner of the Ford Mustang, he indicated that the car had not moved or been operating in approximately one month prior to the fire occurring. The owner did not have any known electrical, mechanical or other issues with this vehicle prior to the fire. The owner did not believe there was any reason that someone would have intentionally set fire to the vehicle. There were no electrically or heating sources attached or used in the carport according to Ms. FRANK. The six (6) vehicles and the carport structure were considered a total loss and approximately \$150,000.00 in damage had occurred. The vehicles and carport were reported to have varying ranges of insurance coverage. At this time the fire is considered still under investigation and will continue to be a combined investigation effort with the Juneau Police Department.

Report completed by: Daniel Jager on 07/01/2011 at 12:26

**Incident Review Status** Reviewed and accepted on Sep 15 2011 10:38AM by Daniel Jager, Reviewed and accepted on Sep 13 2011 5:46PM by Todd Cameron