

Date: 4-6-10

P.P.T

Subject: Knowledge of events that occurred approximately 3:02 P.M. on the 5th of April 2010. Also the events that occurred prior to this to the best of my knowledge

I traveled with John Syme, a M.D.H.D. representative the morning of the 5th of April. We went to the Barrier section and stayed there until around 10:30 A.M. We then proceeded to walk 3 north, 2 north and 1 north left down to Phemby switch. When we reached the track entry we walked down the track to outside 2.A.B.B. We arrived outside about 11:30 A.M.

John and I discussed the two violations that he was going to write. Also at the same time Wayne Wengiac who is an inspector with the state department of mines came outside with Gary May. Gary went back to barrier section while I remained outside to write tickets for the two federal violations and the three violations from the state.

By this time Gary May had come back outside and we were discussing and making plans for the midnight shift. It was right at 3:02 P.M. when I heard the fan making a very different and strange noise. At that moment I heard Greg Clay say that a lot of dust was coming out the portals on the north side. Specifically the track entry and the return.

OVER

4/8/10

At this time we could only speculate as to what caused this unsharper fluctuation. Gary and I both put our belts, hats and lights on and started underground. Gary started walking and I went to the south portal and got number 4 man-trip and proceeded underground. Visibility was very poor due to the dust that was still in the air. About 9 or 10 feet ahead of me was all I could see. I had to trim the man-trip slow due to limited visibility. I had to remove the pins in the automobile doors just entry the portal because there was no power in the mine to open them. While I was removing the pins, Bertram Cornett and Jim Walker made their way from the outside to me. They got in the man-trip and we proceeded to go underground. Jim Walker wanted to stop at the intake stopping on the barrier section and check the air. We found the air to be all right. We then proceeded to go towards Ellis switch and then travel towards 7B bunk. It was at 46 X cut that we found Jim Blake. Jim was talking however his appearance indicated he had been involved in some type of accident. Jimmy said there was lodges laying everywhere outside of the man-trip. At this time Bertram Cornett said for me to go tell the doctor that we will need several ambulances. I told Adam Jenkins to get the ambulance rolling. It was then Chris Atkins got on the phone and wanted to know if it was possible to get an ambulance at our location.

4-15-70

P.R.3

Jim Walker was in the process of going to the intake and measure the amount of air. It was at that moment I heard someone yelling get in the man-trap and lets go. I had no idea who was yelling or who was in the entry man trap. I yelled at Jim and he got in the outby man trap after I did. At that time both man-traps traveled to the Ellis portal. It was then I realized that C.P.R. was being performed on some of the members of tailgate 22. The rest of my time at Ellis portal was spent observing and doing what I could do to help with the situation.

