# Van Den Derden Edewaert, Coninc Van Engelant, Rymkronyk, Uitg., Met Aenteekeningen, Door J.F. Willems



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# Reviews

This type of publication is every thing and helped me seeking ahead and much more. It usually fails to charge too much. It is extremely difficult to leave it before concluding, once you begin to read the book.

(Juliet Mertz)

# VAN DEN DERDEN EDEWAERT, CONINC VAN ENGELANT, RYMKRONYK, UITG., MET AENTEEKENINGEN, DOOR J.F. WILLEMS



RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 66 pages. Original publisher: Emmitsburg, Md.: Federal Emergency Management Agency, U. S. Fire Administration, National Fire Data Center, 1989 OCLC Number: (OCoLC)71341669 Subject: Fires -- Casualties -- Georgia -- Atlanta. Excerpt: . . . USFA-TR-033 June 1989 5 On arrival the Atlanta Fire Bureau was faced with one victim who had already jumped to the ground, approximately 19 people in need of immediate rescue, heaving smoke and heat conditions on the sixth floor with fire extension to the seventh and possibly other floors, elevators that did not auto matically return to the ground floor of the building, and people still evacuating as attack crews were attempting to enter the building. The first two truck companies were assigned to make rescues over ladders of those occupants at windows in the front of the building. Rescue units were assigned the job of triage and treatment of those victims coming down who had suffered smoke inhalation and burns, and caring for the victim who had jumped. The second alarm was transmitted six minutes after the first, at 1035, followed by a third alarm at 1043. Because recovery of the victim who had jumped blocked the driveway and the decision to rescue the five seriously threatened occupants on the side of the building, vehicle access to the rear of the build ing was impossible. A complicating factor was that the roof deck was rated at 50 pounds per square foot, which required a judgment call as to whether the operation of aerial devices on the structure was safe. Ultimately, an aerial was put into operation in the rear. Engine companies started up the front stairwell with hose packs and encountered heavy smoke at the fourth floor. These companies donned their breathing...

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