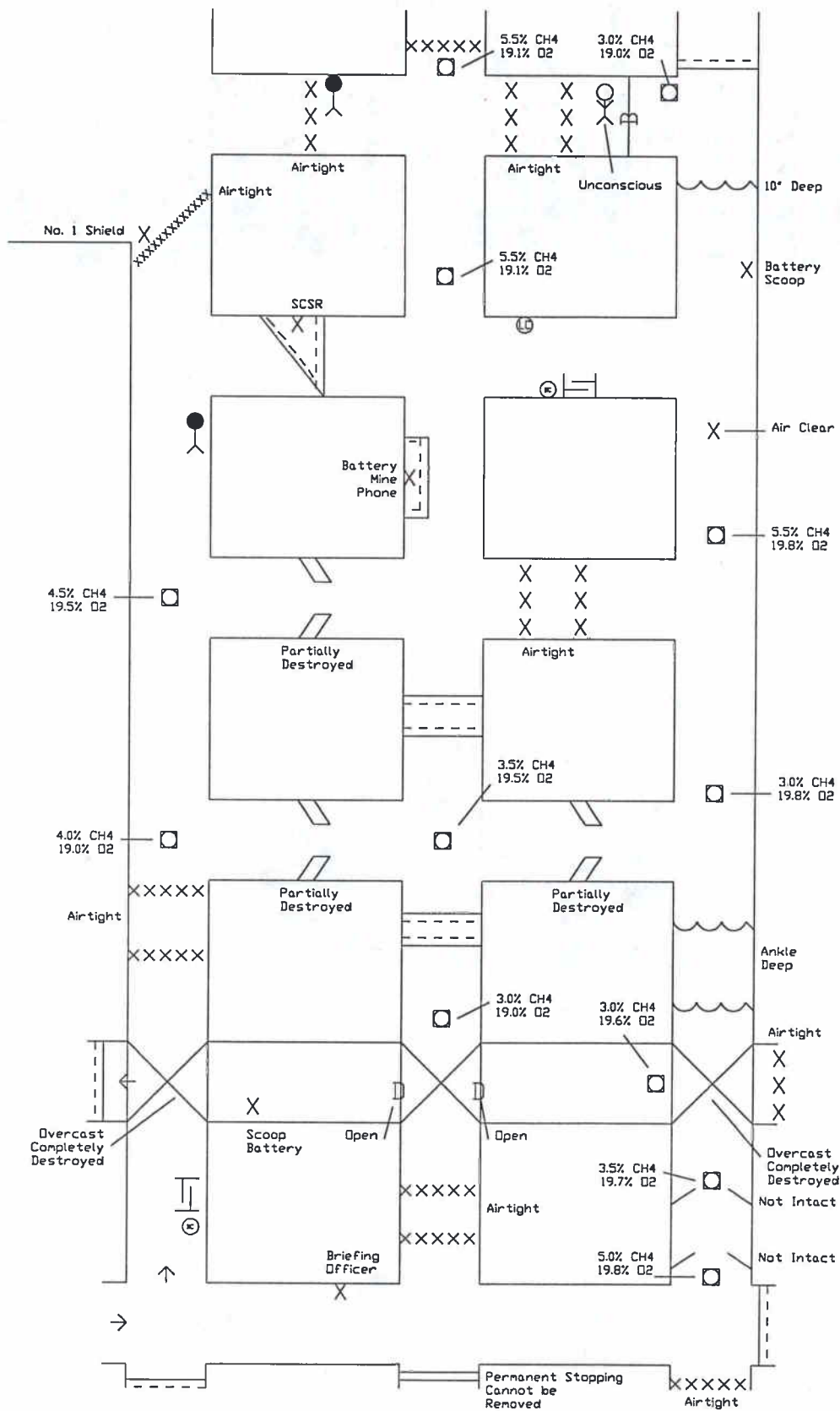


National Mine Rescue Contest



August 29, 2007



2007 National Mine Rescue Contest

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STATEMENT

I am _____, Superintendent of the S.M.H. Mine No. 1. Yesterday, on afternoon shift, a foreman and two mechanics were working in the 2 Left idle longwall section. Near the end of the shift, another mechanic working at the East Mains belt drive outby 1 Left reported a loud roar, felt a rush of air coming from inby, and then a cloud of dust came down the belt entry. Knowing that the other foreman and two mechanics were working in the 2 Left Section, inby, he attempted to contact them by phone, but could not get an answer. He reported the incident to the responsible person on the surface, and was instructed to evacuate the mine, along with all other miners. Multiple attempts were made to contact the three men on the 2 Left Section without success.

The mine has three development sections and one longwall section.

The main fan is blowing, is installed on the surface and cannot be stopped or reversed.

All electrical circuits in the mine have been deenergized.

Mine rescue teams have entered the mine and have explored the 1 Left bleeder entries into the 2 Left Panel, and the East Mains to the mouth of the 2 Left Section. All outby areas that could be safely explored have been shown on a map that you will be provided, along with a map showing the ventilation prior to the incident. A fresh air base has been established in the No. 2 entry of East Mains at the mouth of 2 Left Section.

Adverse roof conditions, water, and methane have been frequent problems at this mine.

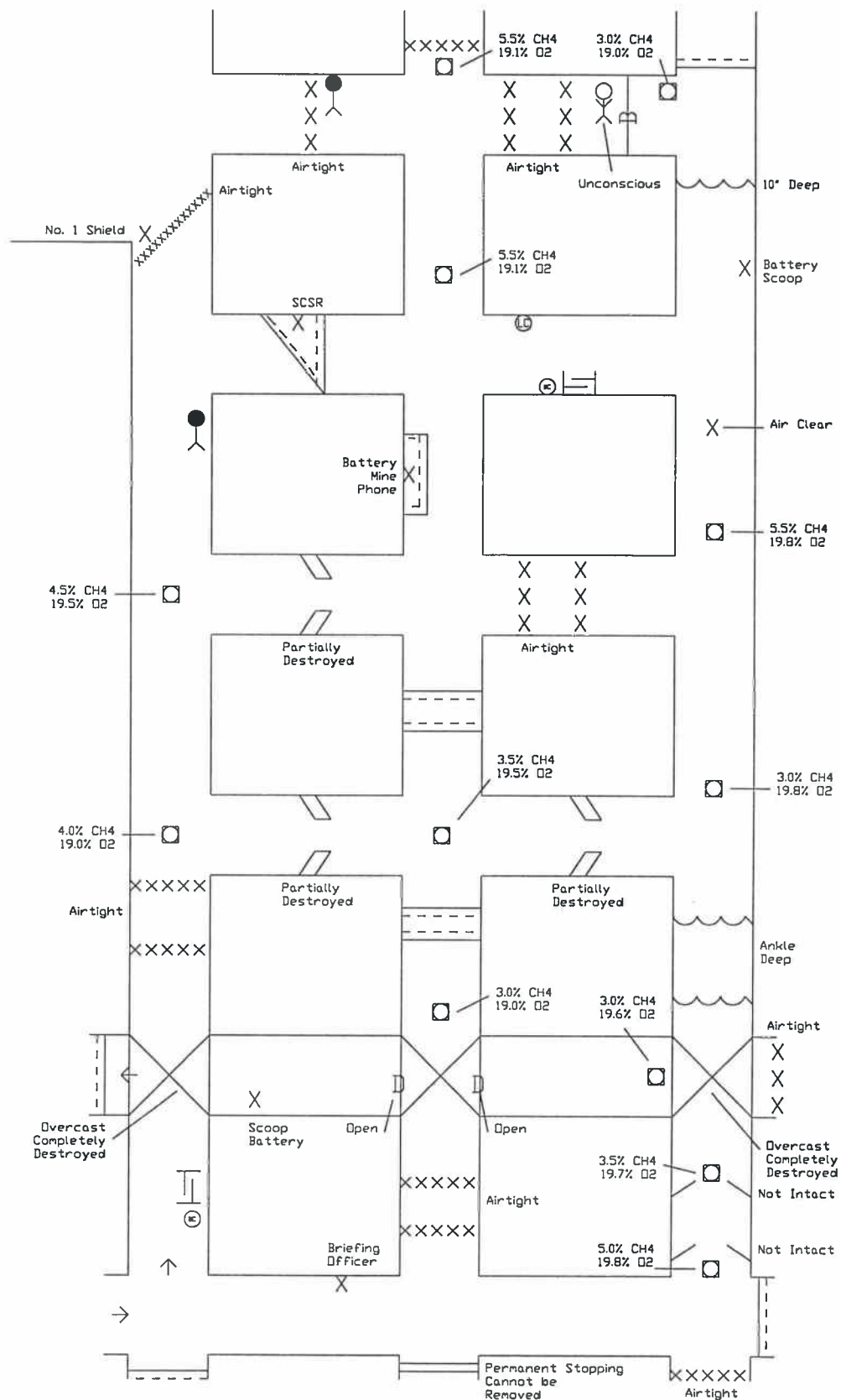
All state, federal, and local officials have been notified and are on site.

Mine maps are up-to date.

The mine is walking height.

The previous mine rescue team began to build an airlock in the No. 3 entry immediately inby the Fresh Air Base but ran low on oxygen and had to return to the surface.

A backup mine rescue team is available to assist you while you are inby the fresh air base. You may request assistance from them through the superintendent. The backup mine rescue team only has sufficient material to build two temporary stoppings. They may remove as many



stoppings/regulators as you would like. Installed regulators are not adjustable. No overcasts may be removed or built. Please notify the superintendent as to the work that you want the outby team to perform. This work shall be shown on a map provided to you and the Briefing Officer must initial the map. This map will not be returned to you.

The following mine maps and written instructions will be provided when you are ready to work:

1. Two blank maps
2. Two maps indicating the ventilation prior to and after the incident and the areas explored prior to your arrival.
3. Blank maps for you to indicate the work to be performed by the outby team.

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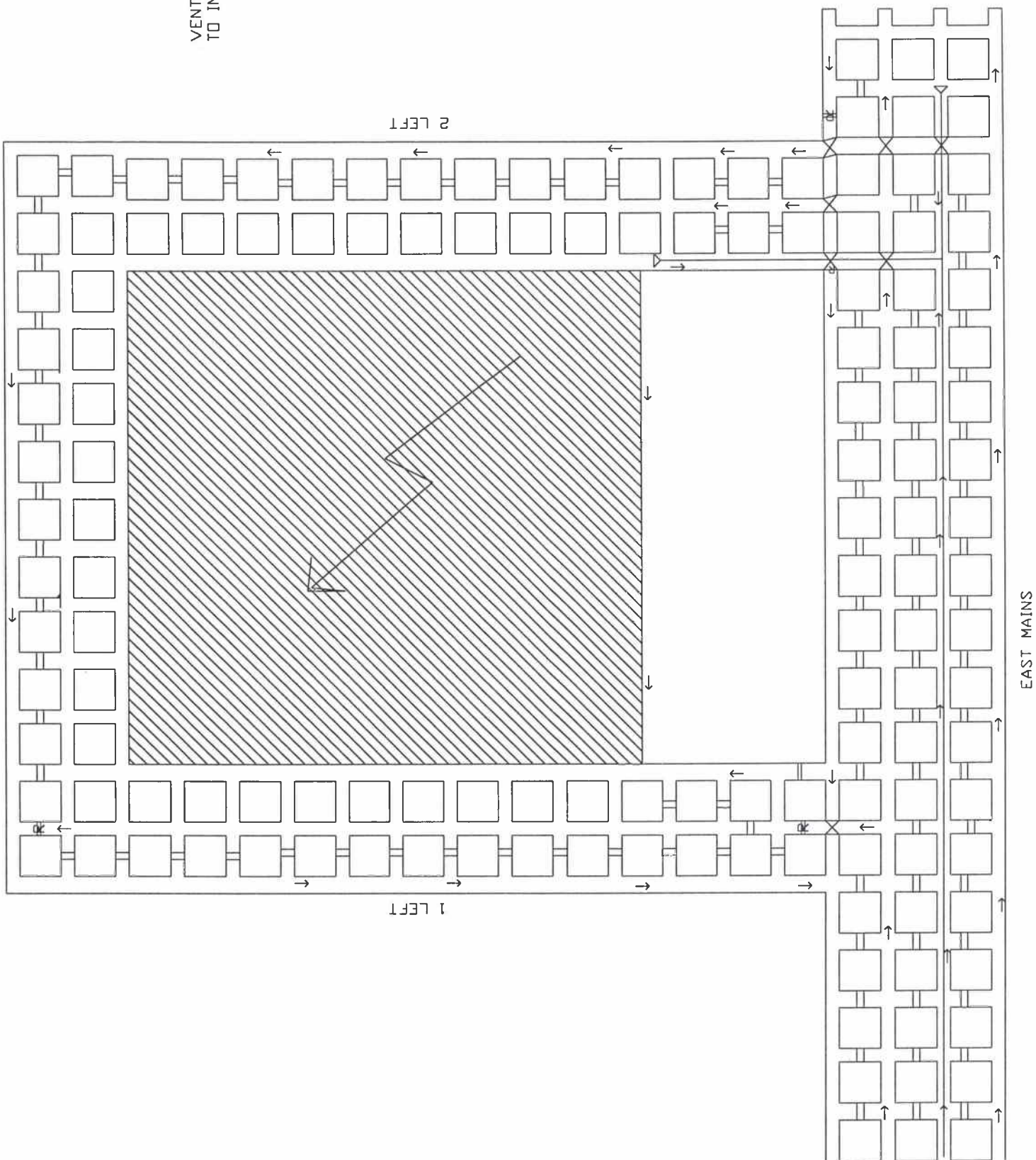
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PROBLEM

**ACCOUNT FOR ALL MISSING
PERSONS**

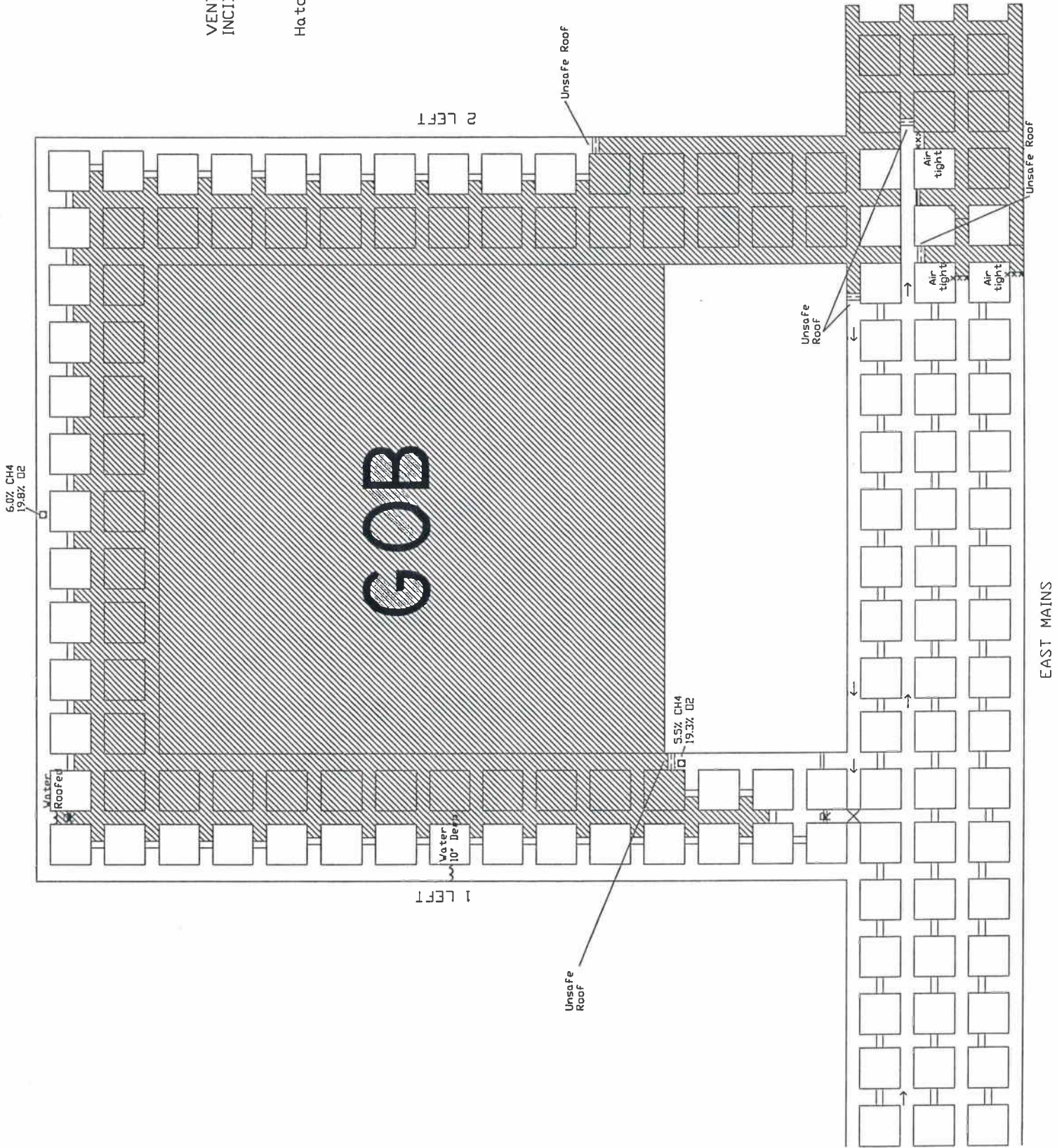
**EXPLORE ALL AREAS OF THE MINE
THAT CAN BE SAFELY EXAMINED**

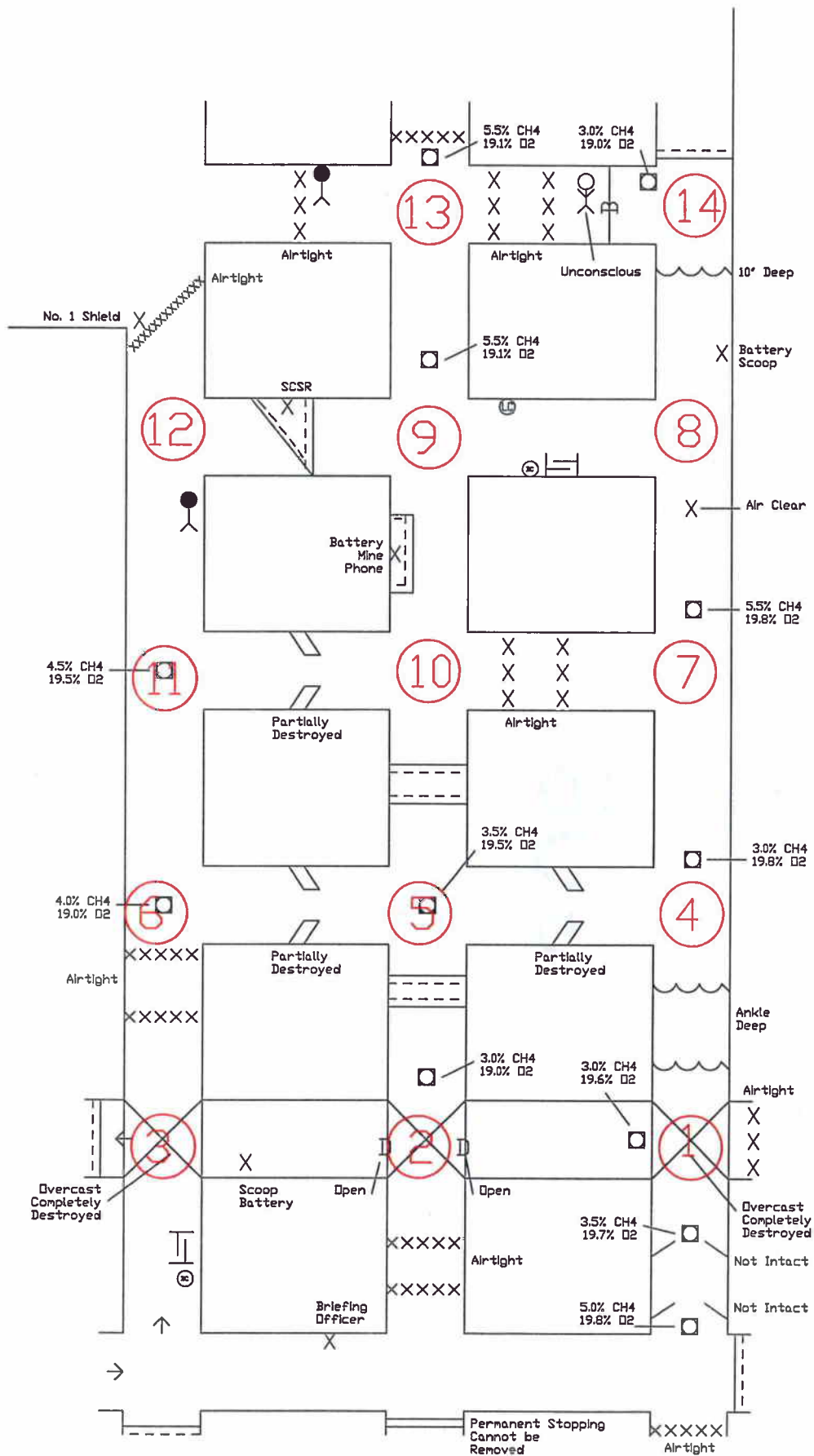
VENTILATION PRIOR
TO INCIDENT



VENTILATION AFTER
INCIDENT AND AREA EXPLORED

Hatched Area Unexplored





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Judges Exploration Briefing

Teams arriving at the fresh air base will examine the three entrances and conduct gas tests prior to the entire team going inby the fresh air base.

TEAM STOP NO. 1

The team must advance in No. 3 Entry to A crosscut. At this team stop, all team members and apparatus must be checked.

TEAM STOP NO. 2

The team will advance to A crosscut of No. 2 entry tying into the caved airtight outby and up to the unsafe roof in No. 2 entry.

TEAM STOP NO. 3

The team will advance to A crosscut No. 1 entry.

TEAM STOP NO. 4

The team must advance in No. 3 entry to B crosscut.

TEAM STOP NO. 5

The team will advance to B crosscut in No. 2 entry.

TEAM STOP NO. 6

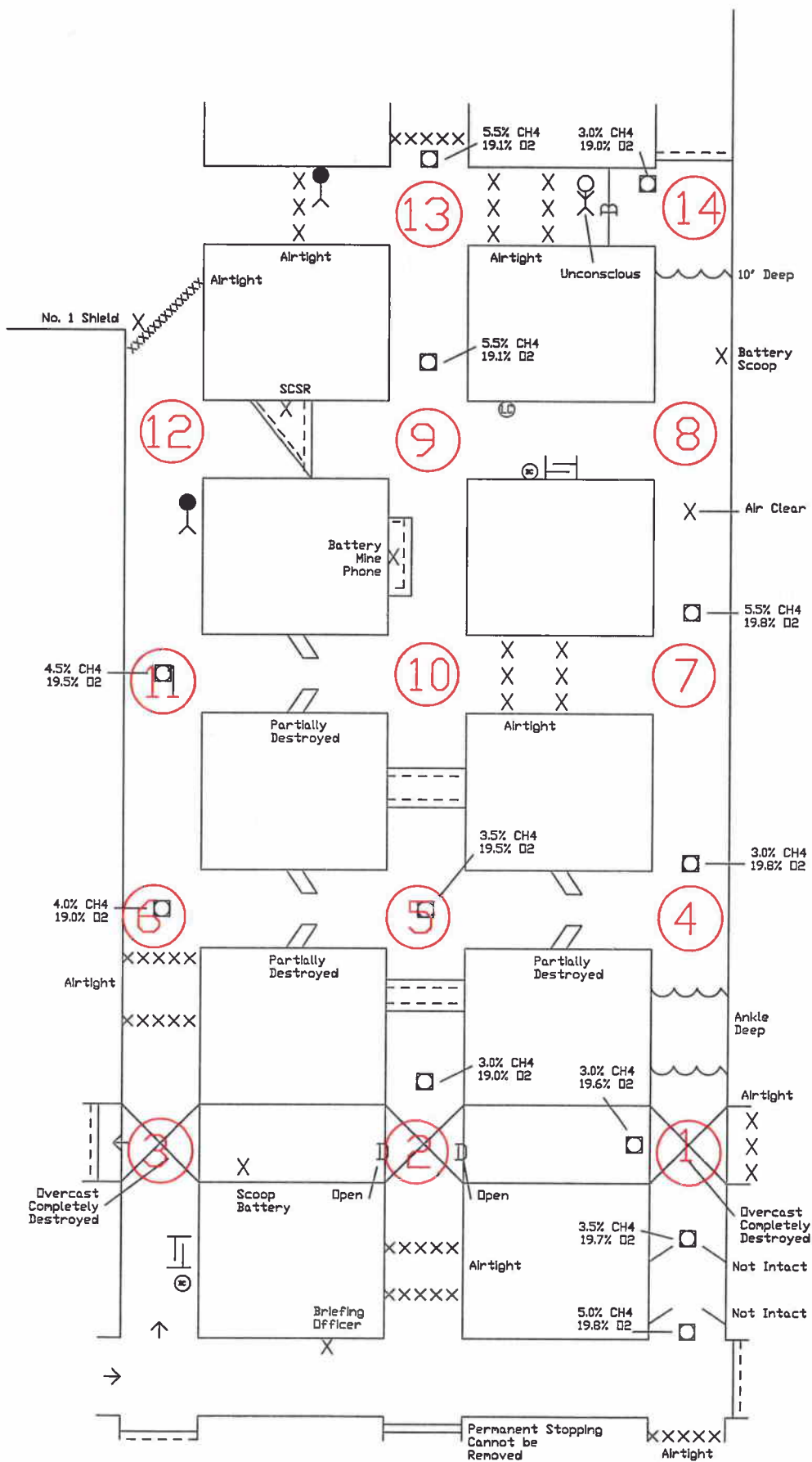
The team will advance to B crosscut of No. 1 entry.

TEAM STOP NO. 7

The team must advance to C crosscut No. 3 entry.

TEAM STOP NO. 8

The team will advance to D crosscut No. 3 entry.



TEAM STOP NO. 9

The team will advance to D crosscut No. 2 entry.

TEAM STOP NO. 10

The team will advance to C crosscut No. 2 entry.

TEAM STOP NO. 11

The team will advance to C crosscut No.1 entry.

TEAM STOP NO. 12

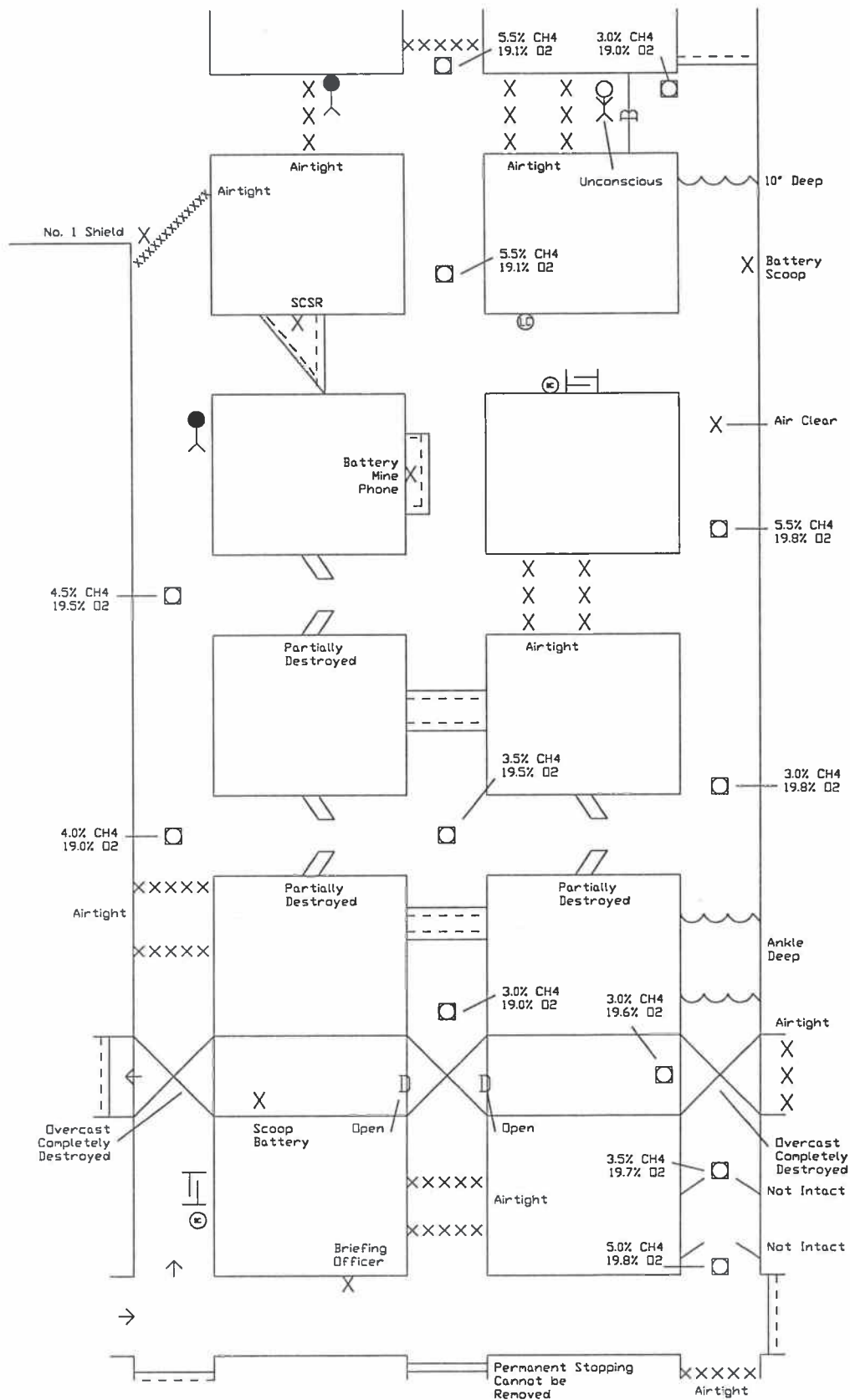
The team will advance to D crosscut No. 1 entry.

TEAM STOP NO. 13

The team must advance to E crosscut No. 2 entry.

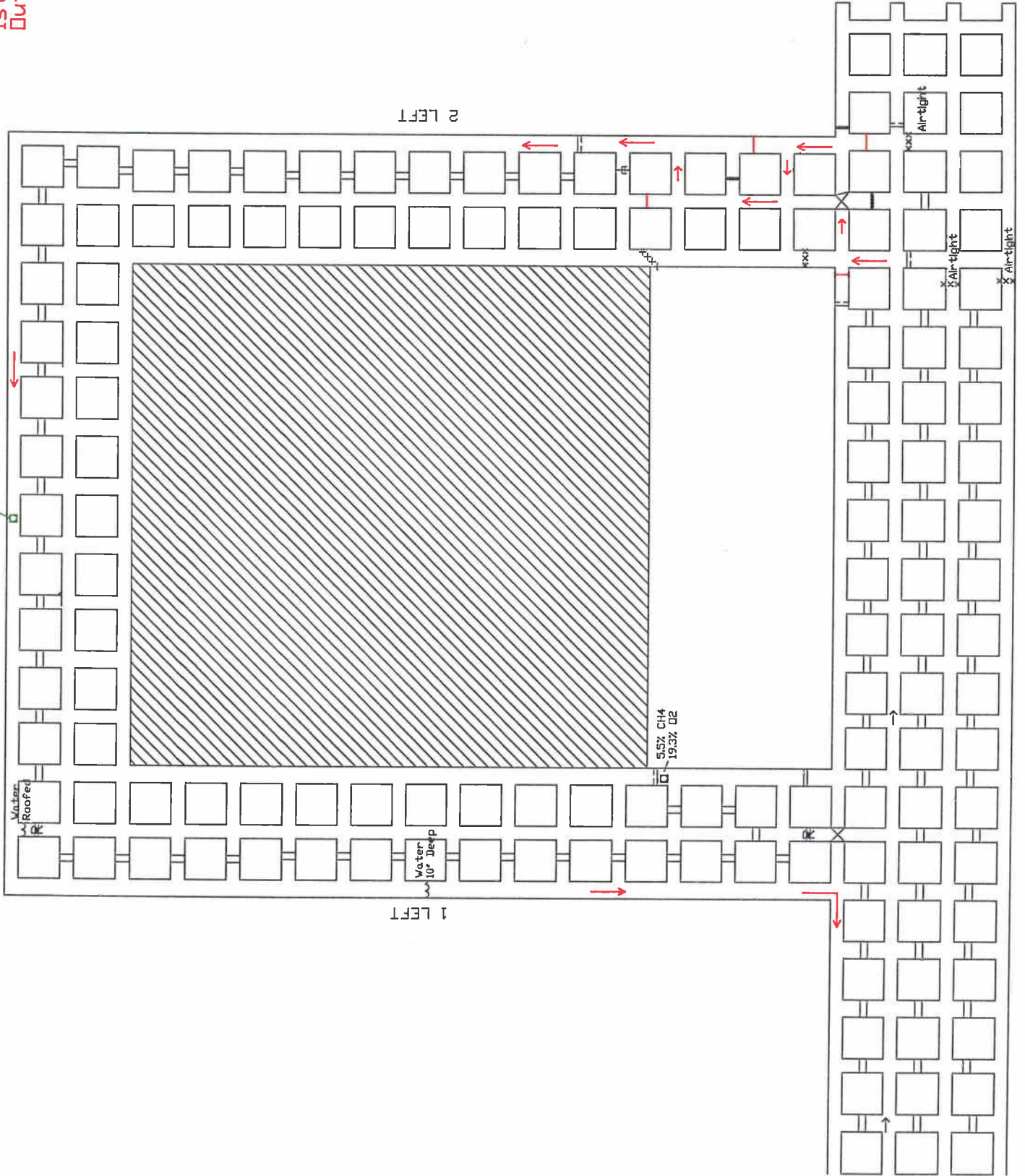
TEAM STOP NO. 14

The team will advance to E crosscut No. 3 entry.



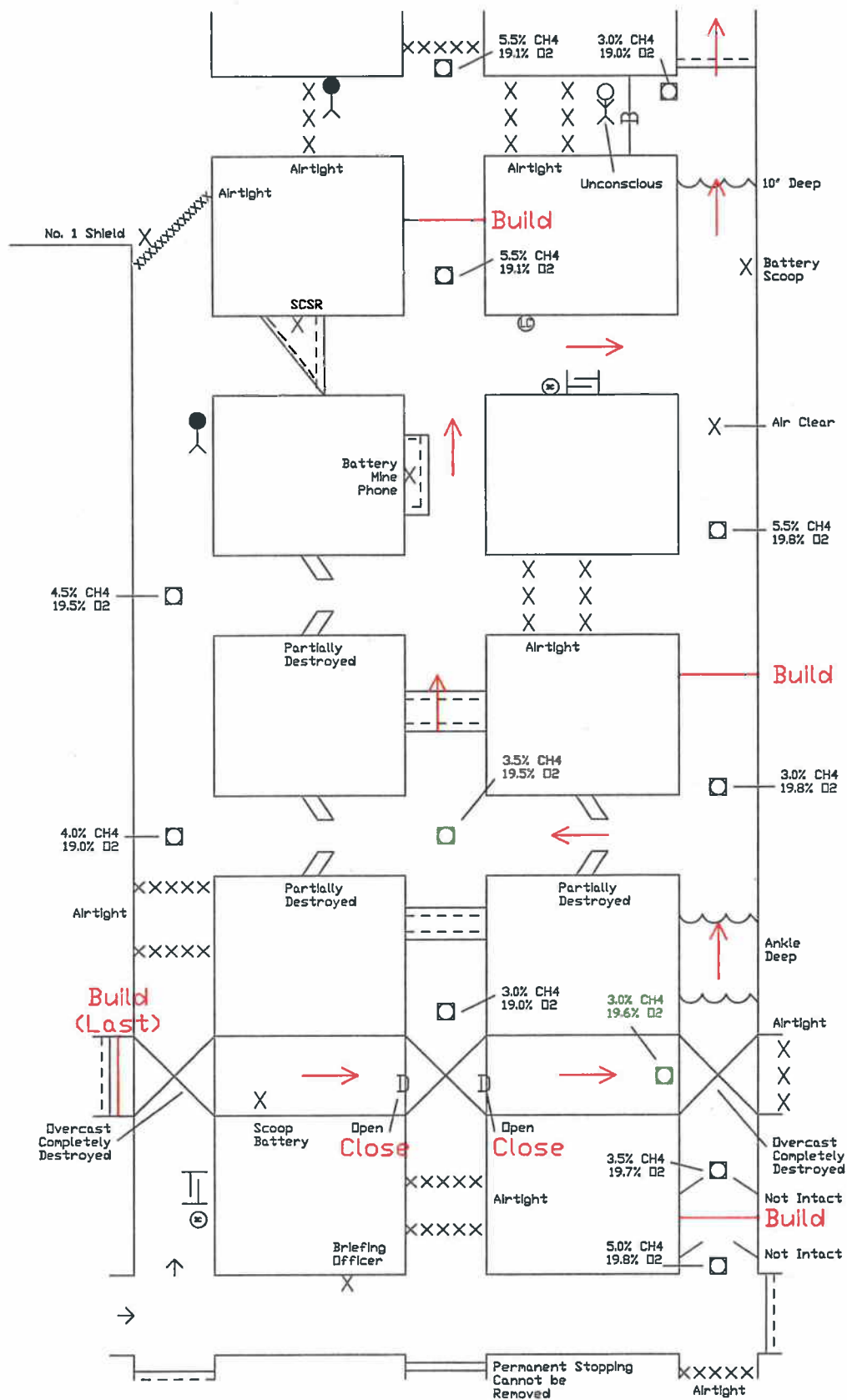
Clear
6.0% CH4
19.8% O2

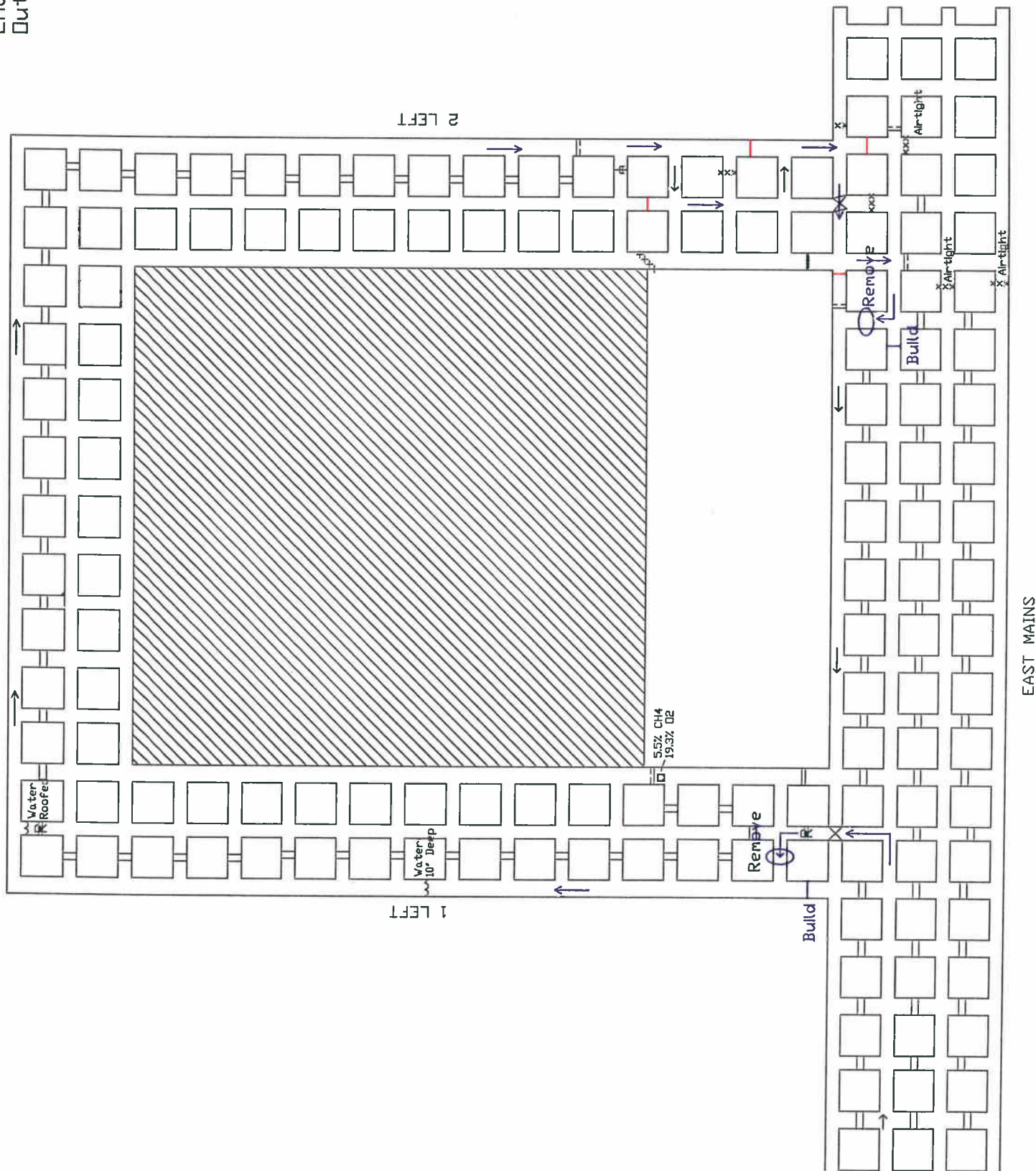
1st Ventilation
Dutby



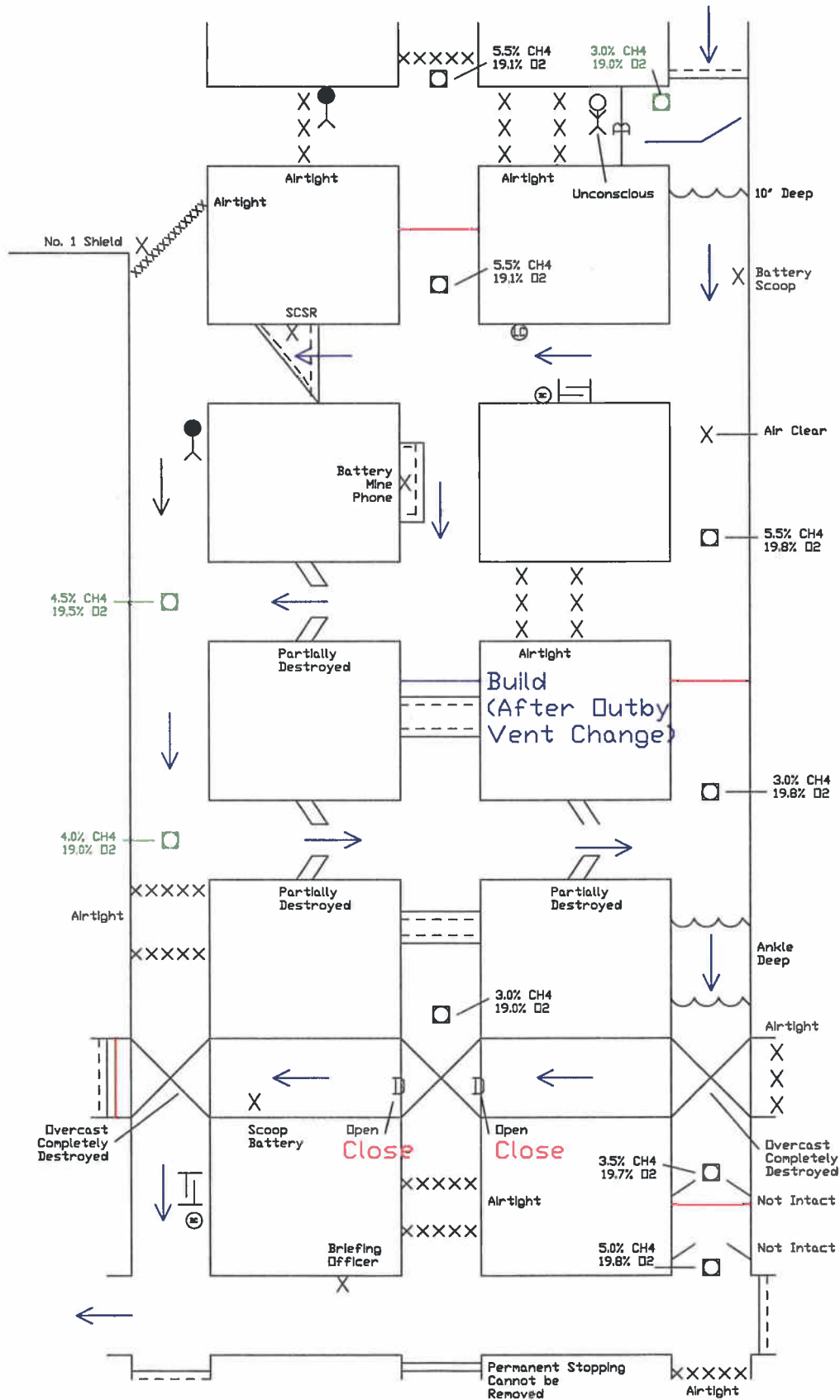
EAST MAINS

1st Ventilation

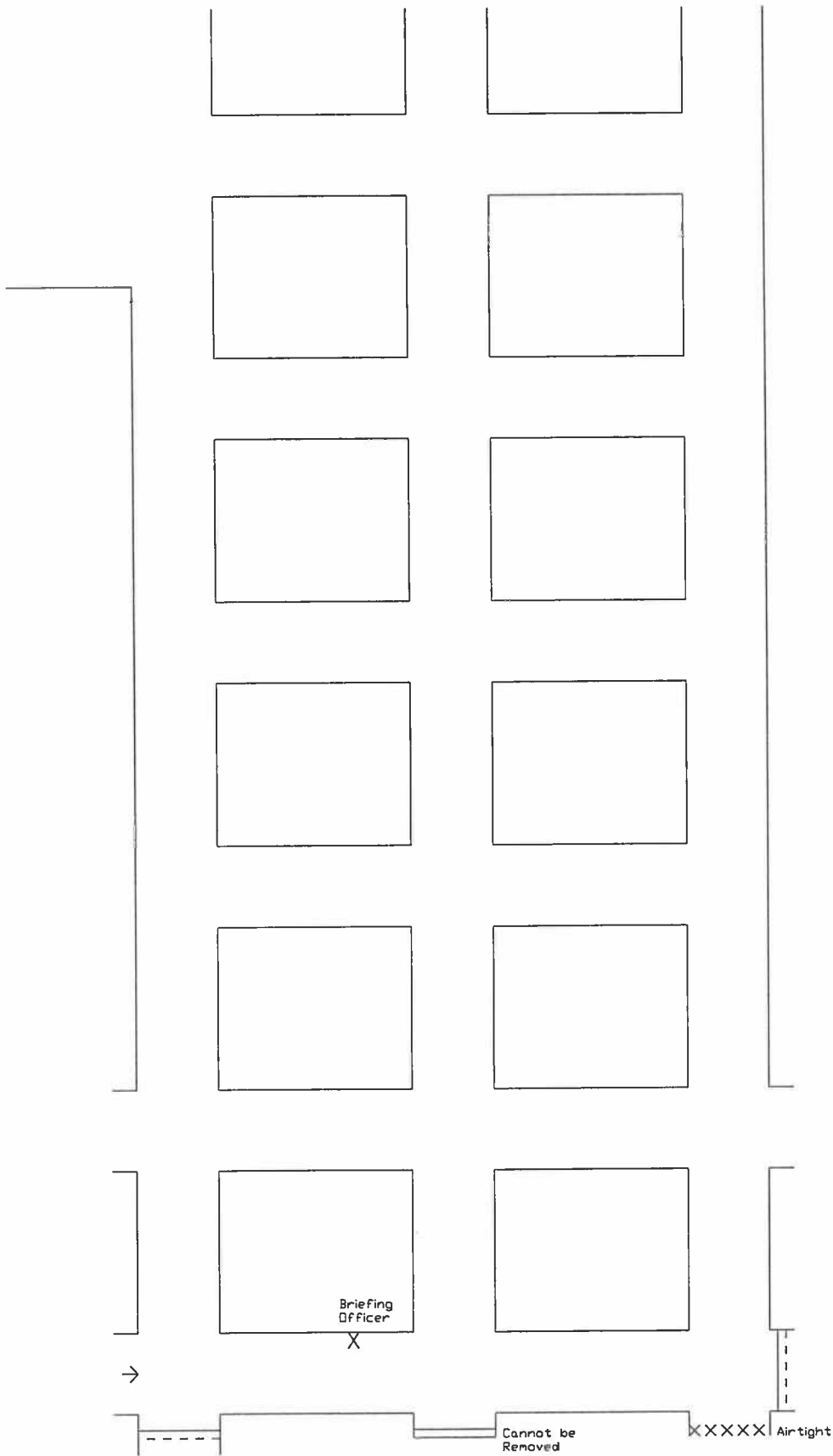




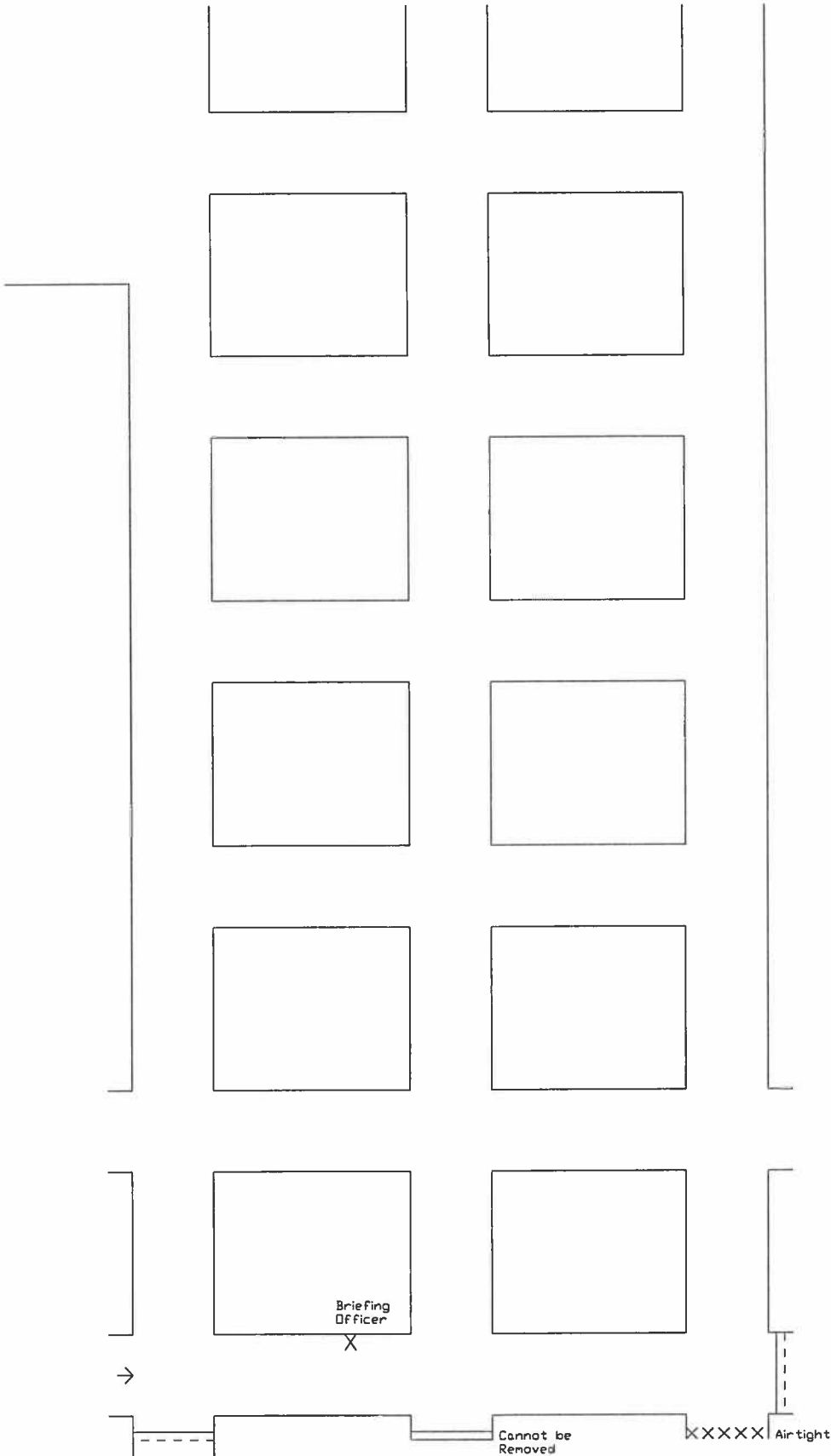
2nd Ventilation



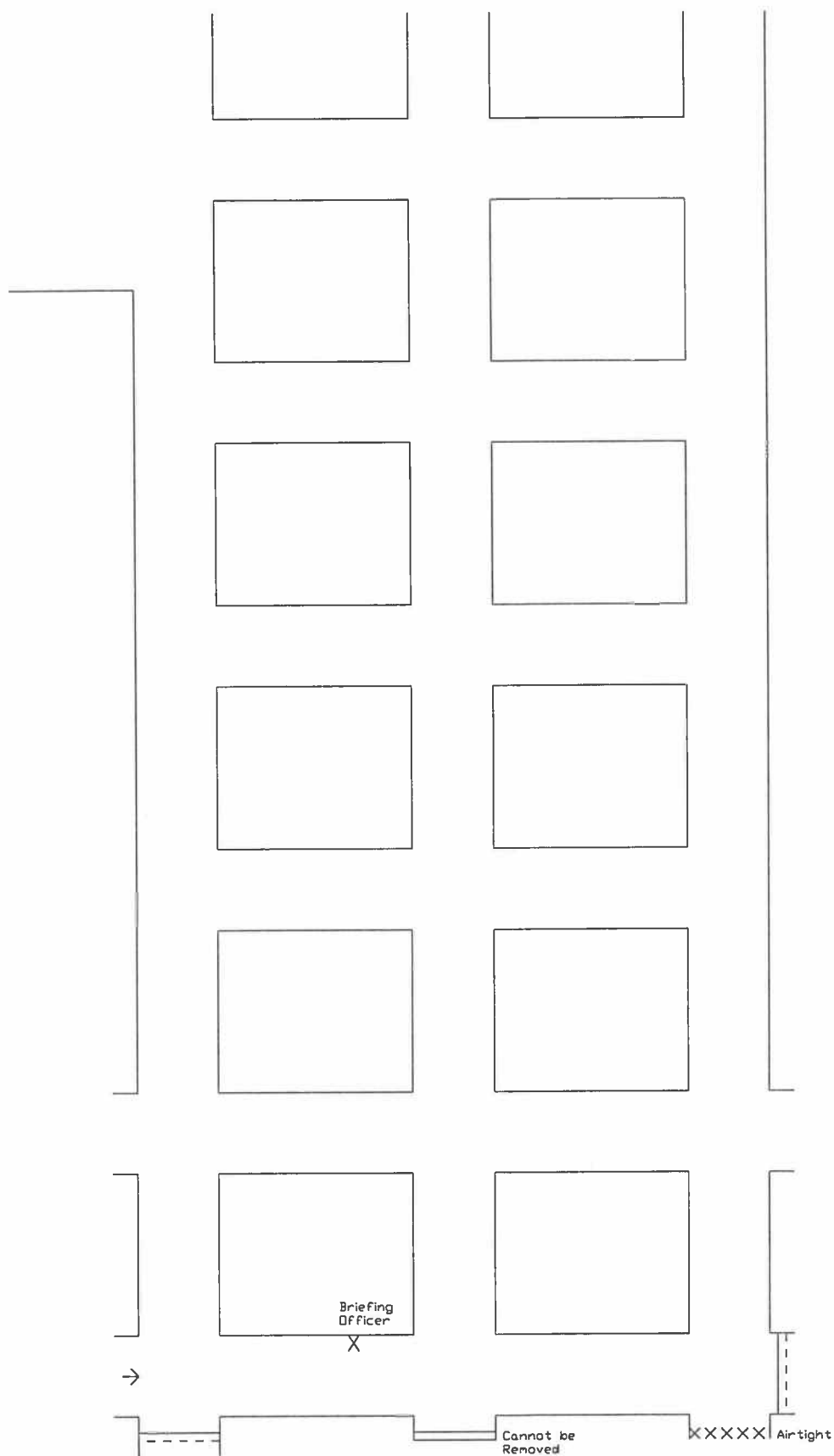
FINAL VENTILATION MAP



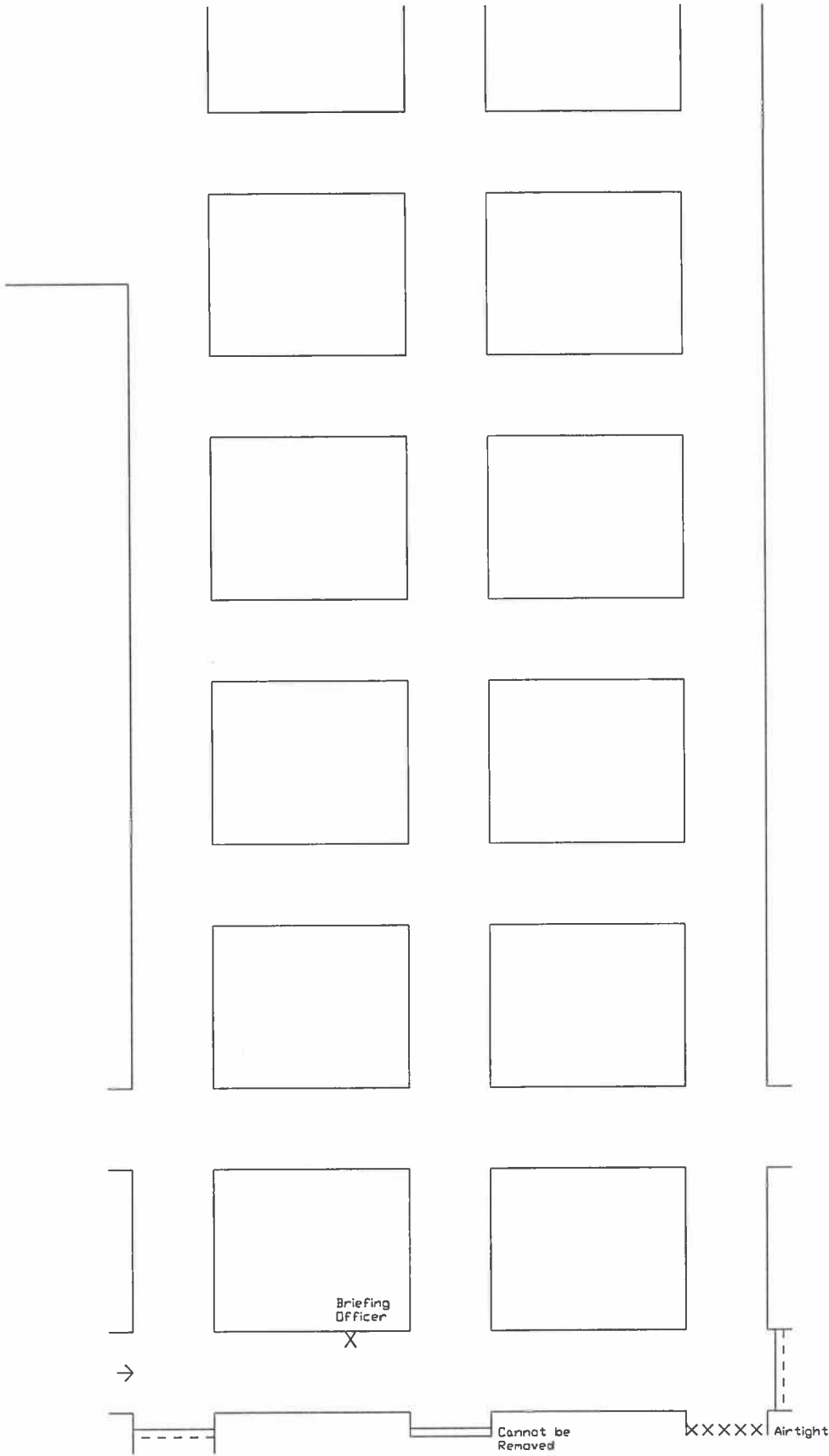
FINAL VENTILATION MAP



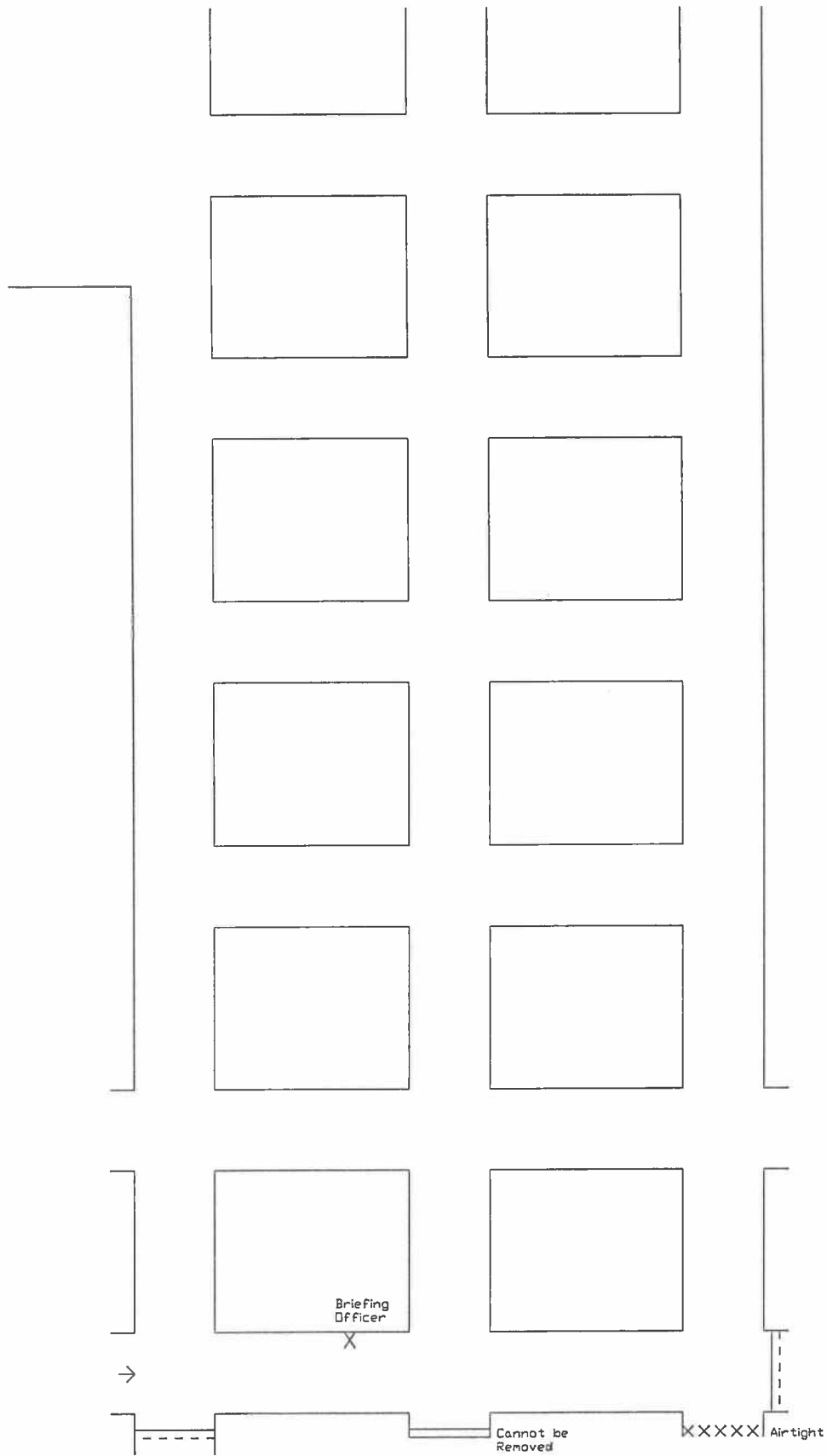
FINAL VENTILATION MAP



FINAL VENTILATION MAP



FINAL VENTILATION MAP



FINAL VENTILATION MAP

