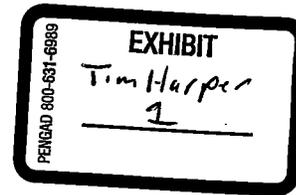


August 6th 2007



I was at the mouth of third north crosscut 35 just finishing up installing a c.o sensor and went to get in my truck to go help out in the section. When I went to start my truck it wouldn't start, the starter just made a wind up noise, I tried to fix it but could not get it to work so I called the mechanic Jameson Ward in the section to see if he could come give me a pull and then I would go in and help him out in the section. Jameson said he would go tell Don Erickson, the section step up boss and then be on his way to come give me a pull. About 45 minutes later as I was waiting, I heard a large rumble coming at me that sounded like a large roar up deep in the top passing by, or like a large cracking of rock rolling through, deep up high in the roof and a large gust of air following behind the sound come by me, blowing two large steel drive through doors open and then they closed, and blowing small rocks off the roof, that was peppering me as it came through.

My first thought was there has been a entry cave in close by, and it had to of been a big, long cave in for as long as it was rumbling. I was 105 crosscuts away from the section and did not think I would hear or feel a cave if it was down in that area. I then ran to a near by phone and called conspec and asked what just happen? His reply was the section has lost power and that 7&6 belt are down and the water gauge on the fan had made a change and the building he is in outside just shook really hard. I knew then something had happen in the section and felt it was something bad for me to feel it clear out in the mouth of third north.

Then Jameson, the mechanic that was on his way to get me, got on a phone in zone four and asked what just happen? He said a big gust of air just blew by and said it pushed his truck sideways and said something bad has happen? I said I think we have had a cave in somewhere, I told him come get me and we will go into the section and find out what is going on. I told conspec to call Don Erickson and ped him to find out what has happen in the section and Jameson and I will head that way.

When Jameson and I went by crosscut 96 we seen that all the stopping were blown out and the visibility was very poor due to the thick dust. I had to stick my head out the window of the truck and help Jameson with directions due to the dust was so thick. We then got to zone five phone at the head of the section crosscut 113 and drove about 50 feet past it and had to stop due to a large chunk of coal in the roadway. We then got out of the truck and I went to the zone five phone and called conspec and asked if he had made contact with Don Erickson? He said no, I said call Gary Peacock the Mine manager and tell him we have had a cave in and that all the stopping are blown out from 96 inby and that Jameson and I are going to try and advance into the section. Then I told him to keep trying also to get a hold of Don Erickson.

At this time we was assessing the situation, the roof was still working really hard, it sounded like it wanted to come in on us, and the visibility was down to were we could barely see our hands in front of our faces. Then a truck pulled up and it was Brain Pritt a fire boss, as we was talking about the situation another truck pulled up and it was Tim

Curtic and Brent Hardy, two other fire bosses. We all started to advance and went maybe a crosscut or so and retreated due to the roof and ribs working so hard. Then we discussed getting some apparatus and going in under them and waiting a little bit to see if the top and ribs would settle down. Brent Hardy and Tim Curtis said they would go get apparatuses. When they came back with the apparatuses we started to put them on when only two was complete and useable, Tim Curtis and Brian Pritt put the two good ones on. That is when Jameson and I decided to dawn our SCR rescuers and wear them in. Brent Hardy said he would go get material to start correcting the air and check seals to see if any of them had been blown out.

As Brian Pritt, Tim Curtis Jameson Ward and I started to advance we made it just a few crosscuts and retreated due to the top working again really hard. It sounded like the top was going to come in again, it was working so hard. We waited a few minutes and went in again and this time advancing from crosscut 113 to 123, Our meters started alarming, oxygen level had dropped from 21.9 and was reading 16% on our meters when we ran into the cave that was impassable. We then retreated back to zone five crosscut 113 and waited a few minutes for the entry to settle down. We was making a another plan to try and get into the return entry room three.

Brian Pritt, Jameson Ward, Tim Curtis and I went into the next number two entry and crossed over the belt line and up into entry three, we tried to advance into room three, which is the return. We only made it a few crosscuts which is several hundred feet when the ribs starting bouncing and top working again really hard and had to retreat due to hardly any visibility and it again sounded like the roof was going to come down also in entry three. As we crossed back into the belt line Brian Pritt was beating on the structure and waterline in hopes of a response and did not get any. We went back into entry one very frustrated that we could not get in and decided that the best thing we could do at this time is, we all needed to work on getting the air corrected due to the oxygen readings that was dropping below 16 and co was rising, we knew that we might have a seal blown out from the old workings. We retreated back to crosscut 96 and started correcting the air. At this time help was arriving from outside the mine. We worked on repairing blown out stopping's until mine rescue arrived and was told we had to go to the surface.

This statement is written as the above event unfolded on August 6th step by step to the best of my recollection.

Tim Harper

Date: _____

Electrician Mechanic

Utah American Energy