

Connie Munk manager of Sunny's was present. Connie advised that she arrived at 0545 and saw the large hole and concrete all over the parking lot to the West of the store building.

Newport Fire Chief Kurt Micheel arrived at the store Kurt advised Deputy Shelbourn that Rock County had paged the firemen at 0221 of a storm warning. Kurt advised that a loud boom was heard by more than one person in Newport at about 0300. The ATG tried to reset at 0304 0306 and 0400.

Connie advised two electrical breakers were off, one for the stove hood and the other one for the lottery satellite. Connie turned two breakers back on and everything was working in the store.

There was no evidence of a lightning strike to the building or the canopy. The two street lights to the Southeast and to the South were out Connie advised they were working before the storm.

The ATG showed that tank #1 had 510 gallons of diesel fuel in it. Tank #2 Super unleaded had only the gasoline that the pump could not pump out leaving about 6 inches, which would be 120 to 150 gallons. The ATG did read out the gallons on tank #3 unleaded gasoline the ATG reading showed 114 gallons. This tank was not leaking product it was intact. On 09/06/11 Gaylen Oil pumped the tank empty removing 153 gallons. The total loss of diesel and Super unleaded gasoline to the ground water would be 625 to 700 gallons.

It was discovered the lightning had come into the building on the telephone line going to the fax and credit card machine.

State Farm Insurance was contracted by Connie. They contracted Ken Scurto with Independent Forensic Investigation corp. to investigate the cause of the explosion. Ken called Deputy Shelbourn to see when he would be allowed into the scene. Deputy Shelbourn advised Ken it was

ready for them to do their investigation, Ken arrived at 1800 on 09/02/11. Ken did his investigation of the scene and agreed that it was caused by a lightning strike.

Deputy Shelbourn contracted DEQ about getting the product off of the ground water around the tanks. Dale Bush with DEQ provided a list of contractor that could pump the product off of the ground water. Deputy Shelbourn gave the list to Connie and she contracted the insurance company, and they advised to use the closest company. Connie asked Deputy Shelbourn to contract Haz-mat Response from North Platte. Deputy Shelbourn contracted Haz-mat Response about removing the product off the ground at Sunny's in Newport, Nebraska. Haz-Mat Response advised they would get the men and trucks ready shortly. Haz-mat Response arrived at 1630 to start recovering the product. Haz-Mat Response set three large tanks on the west side of the property to store the water and product in so the water and product could separate. Haz-Mat Response contracted DEQ to determine how the product should be disposed of. The product will be taken to a recycler in Kimball, Nebraska. Haz-Mat Response will furnish Deputy Shelbourn with a written report showing the amount recovered and disposed of.

On 09/07/11 Stanley's pulled all three tanks and capped off all product and vent lines. Pictures were taken of the tanks and other items as they were being removed.

All three fiberglass tanks and other debris were taken to the Valentine land fill.

For additional information see photos logs of the scene and tanks being pulled.

PHOTO LOG OF LOCATION DAY OF EXPLOSION

#211

This picture is looking to the East toward the store and shows the hole from the explosion. The large pieces of 9 ½ inch thick concrete with rebar upside down to the North side of the hole. The large pile to the Southeast of the hole shows the damage caused by the explosion of the 10,000 gallon fiberglass diesel tank. No concrete was moved or piled up before the pictures were taken.



#212

This picture is looking to the South and shows a large area where the concrete and sand laid after the explosion.



#218

This picture is looking to the West from the West side of the store. It shows the flat square steel cover from the ATG man hole which was in the center of the diesel tank.



#222

This picture is looking to the North and shows the concrete piled up from the explosion of the diesel tank.



#224

This picture is looking to the North and shows the fill cap from the diesel tank upside down. To the North farther the steel cover from the spill bucket on the diesel tank can be seen.



#225

This picture shows a close up view of the diesel tank. On the right side just under the concrete it shows the hole in the Super unleaded gasoline tank caused by the explosion of the diesel tank. It also shows how high the water table is. The water level is four feet below the top of the concrete.



#226

This picture shows the damage to the drop tube by the explosion. It also shows the product on the ground water at the West end of the tank.



#227

This picture shows the diesel and gasoline on the ground water.



#228

This Picture looking East shows the two large concrete slabs from the top of the diesel tank that were blown up and landed upside down on top of each other.



#229

This picture shows the ATG manhole cover and damage to the concrete on top of the Super unleaded tank.



#238

This Picture shows the hole blown into the North side of the Super unleaded tank. The Super unleaded tank was on the South side of the diesel tank.



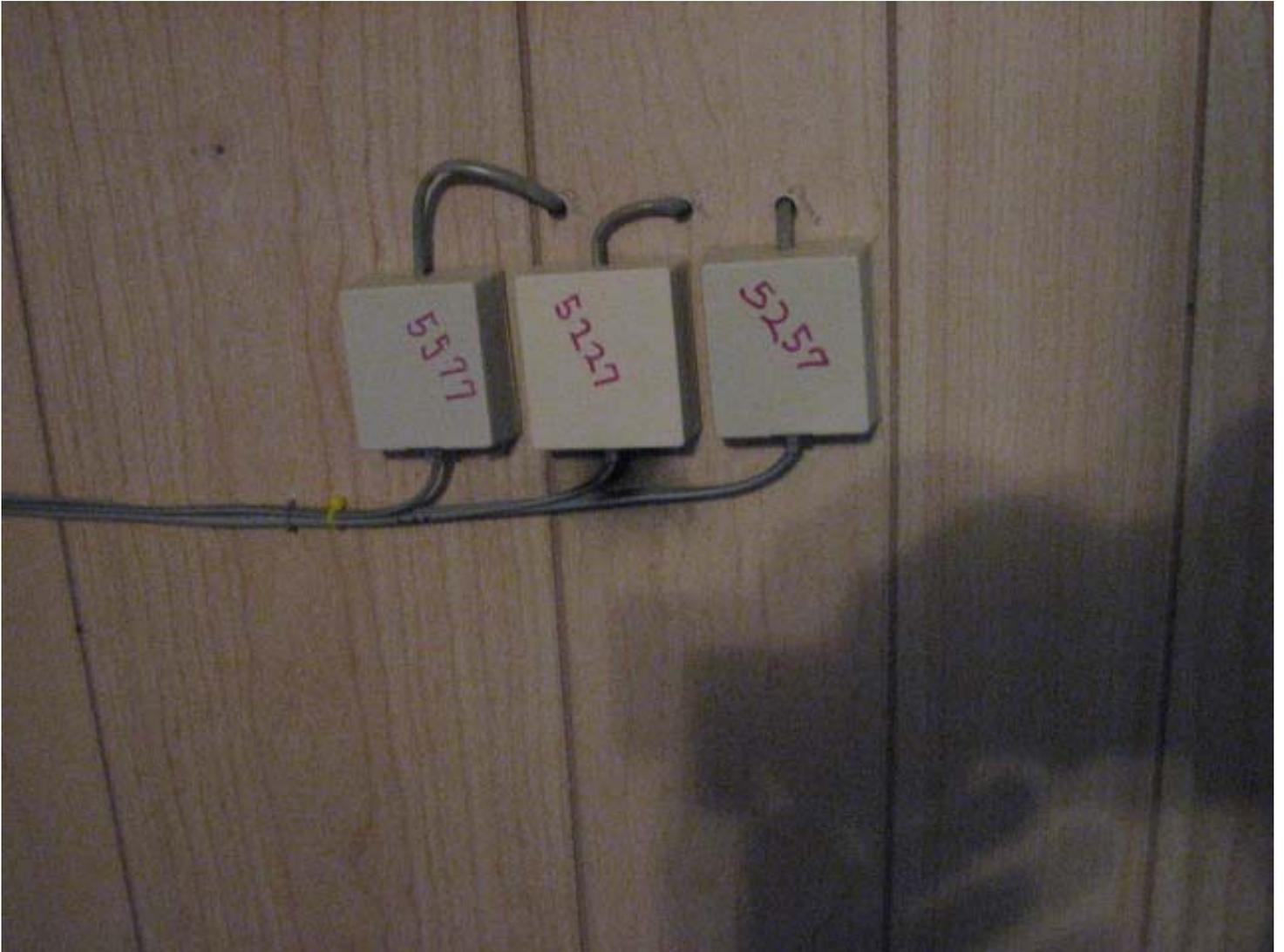
#249

This picture shows a close up of the concrete piled up by the explosion.



#251

This Picture shows the black soot on the wall by the fax line in the upstairs office.



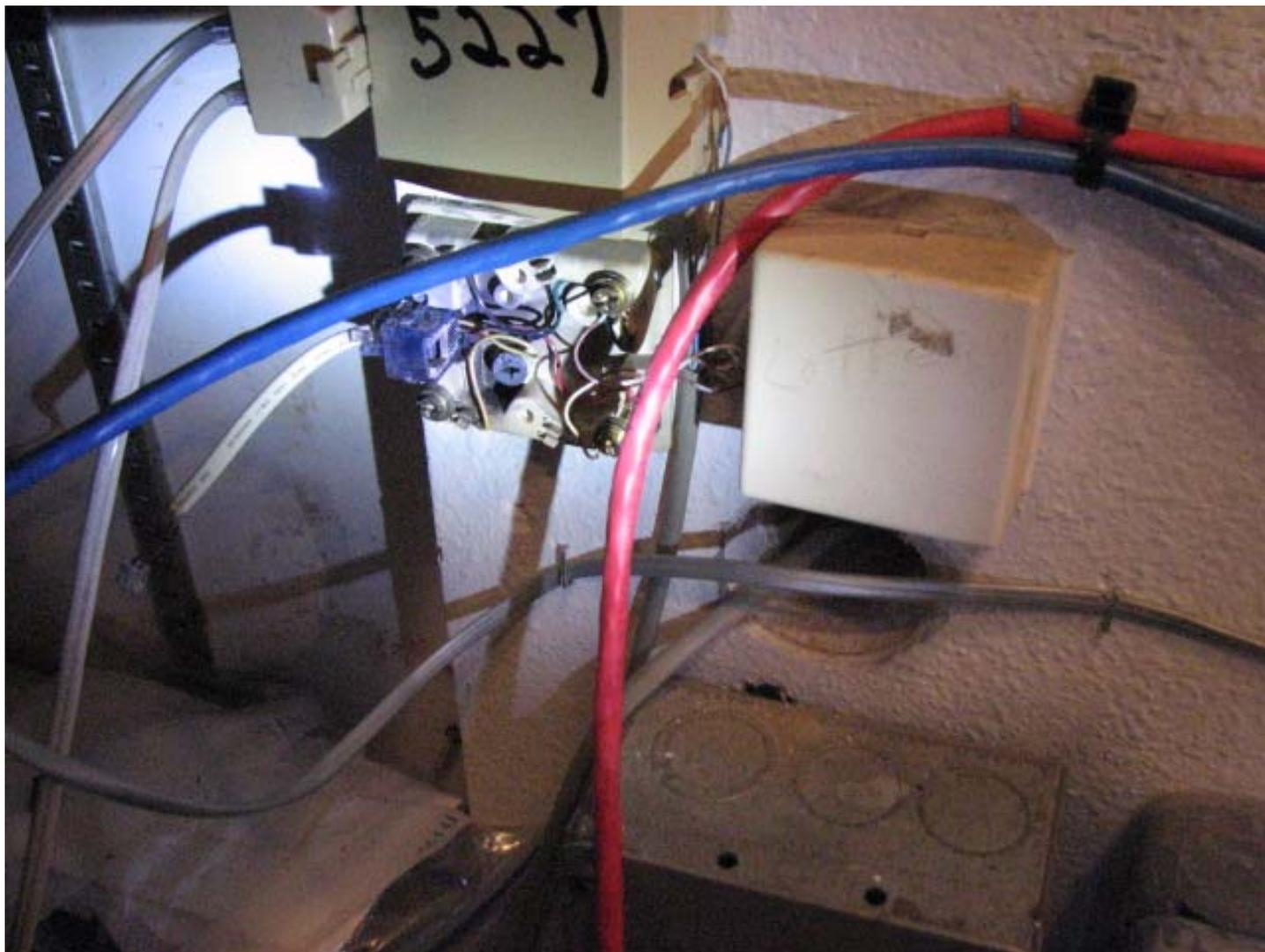
#255

This Picture shows the black soot by the junction box going to the fax machine in the upstairs office.



#257

This Picture shows the telephone junction box with the cover missing.



#259

This picture shows the junction box cover that was blown off and broken in half. It shows the black soot on the inside of the cover.



#265

This is a picture of the Haz-mat Response truck used to recover the product from the ground water.



PHOTO LOG OF TANKS BEING PULLED ON 09/07/11

#12

This picture shows the diesel ATG probe before being removed from the tank.



#28

This is a picture of the ATG probe being removed from the diesel tank.



#32

This is a picture of the ATG probe from the diesel tank with the arcing mark on the probe tube. The arcing is by the hole in the center of the picture.



#34

This picture shows the second area of arcing on the diesel ATG probe tube. The arcing is by the small hole in the center of the picture.



#35

This picture shows the fireball burn area in the diesel tank, starting 11 inches from the bottom. The diesel tank had 9.9 inches of product before the explosion.



#37

This picture shows the burned area to the side of the area the ATG probe was installed in the diesel tank.



#42

This picture shows Clark and Randy checking out all the tank parts.



#44

This Picture shows the damage to the concrete above tank #3.



#46

This picture shows the damage that was done to tank #1 and Tank #2. All three tanks and other debris was taken to the Valentine land fill.



#56

This picture shows tank #3 being removed. It was intact when it was removed.



CONCLUSION:

All Evidence and information gathered at the location of the explosion of the diesel tank would lead to the conclusion that it was caused by a lightning strike.

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END OF REPORT