

Allegiant Alert 2 on 8 June 15

At approximately 16:30, the ARFF station was notified of an Alert 2 on an Allegiant aircraft. ARFF 2 and ARFF 3 responded to our standby locations and waited for the aircraft. It was reported to us that there was a smell of smoke inside the cabin. After the aircraft landed, ARFF 2 followed the aircraft down the remainder of the runway. The aircraft stopped just after exiting the runway.

I obtained permission to speak to the pilot on the Ground Frequency (121.9). I asked the pilot what his intentions were. He asked me to inspect the aircraft. At that time my driver, firefighter Pyles and I noticed smoke coming from the #1 engine and asked him to shut it down. I called the pilot on 121.9 and advised him of smoke from the #1 engine and asked him to shut it down. The #1 engine was shut down immediately. The pilot asked if there was a need to evacuate the aircraft, where upon I advised him not to evacuate at this time and that I was going to inspect the engine. I exited ARFF 2, grabbed a set of wheel chocks, and made my way to the aircraft. Once at the aircraft I then chocked the wheels of the aircraft for safety reasons and started inspecting the #1 engine.

During this inspection of engine #1 I noted that no other hazards were present. About that time the tailcone of the aircraft was jettisoned and the emergency slide deployed. Next all the other doors started opening and emergency slides were being deployed around the aircraft. Additionally passengers were exiting the aircraft via the aircraft's wing exits. I then notified the Airport Fire Commander (BC-10 St Pete Fire Department) of the evacuation in progress and requested Fire and EMS units to the scene to assist passengers exiting the aircraft and to attend to any injuries that might have occurred during the evacuation.

After all passengers were evacuated from the aircraft, I opened the rear stairs and boarded the aircraft to ensure that all passengers were off the aircraft. Once confirmed that all passengers were off the aircraft, my driver and I proceeded to the cockpit to shut down power and turn the batteries off.

Lt. Jeff Carrington ([REDACTED])

June 8, 2015 - Alert 2

Approximately 16:30; we received a ring down for an Alert 2, at which time ARFF 2 and I, in ARFF 3, responded to our standby points. We staged at our standby points until the aircraft landed (Allegiant aircraft), at which time both ARFF vehicles followed the aircraft until it came to a complete stop at Taxiway A1. ARFF 2 positioned itself at the rear of the aircraft, while I positioned my vehicle (ARFF 3) at the nose of the aircraft in order to protect the means of egress with water streams if necessary.

During this time, Lieutenant Carrington (Lt.) was communicating with Air Traffic Control Tower (Tower) and the aircraft pilot. The Lt. stated to the pilot that he saw smoke coming from engine #1, at which time the pilot responded, "should I evacuate the aircraft?" The Lt. said, "shut down the #1 engine and to wait until I investigate the situation". The Lt. left ARFF 2 and walked toward engine #1. Shortly afterwards, the pilot came on the radio asking whether he should evacuate the aircraft. Knowing the Lt. did not have a Tower radio, I responded to the pilot to advise him to hold off a minute while I make contact with the Lt. I then waited for a break on the 911 radio in order to relay the information to the Lt. Carrington at this time I noticed the L1 and overwing doors were opening and the evacuation chutes were being deployed. I broke into the 911 radio communications in order to let all emergency personnel know that a full evacuation was in progress.

I remained in my vehicle with my water turret aimed at the aircraft in case a protective water stream became necessary. Emergency personnel assisted the crew and passengers off the aircraft while Lt. Carrington went into the aircraft cockpit and turned off all power to the aircraft. Passengers and crew were transported to the airport terminal for further examination and then released. The aircraft was towed to the terminal and the alert was canceled.

Firefighter, Henry Gonzales

Alert 2 June 8th 2015

At approximately 16:30 hours, we responded to an Alert 2 for an Allegiant aircraft. ARFF 2 and 3 responded to our standby locations awaiting the Allegiant flight. I was the driver of ARFF 2, which also contained Lt. Carrington; all information was obtained per standard operating procedures. According to information obtained from 911 Dispatch and the Air Traffic Control Tower (Tower) there was a smell of smoke in the cockpit. On the approach of the aircraft, we requested clearance from Tower to follow the aircraft, which was granted. The Allegiant flight landed on Runway 36R. The Allegiant aircraft taxied and stopped on Taxiway Alpha. ARFF 2 positioned on the rear of the aircraft and ARFF 3 positioned on the front. I scanned the aircraft both visually and with our forward looking infrared camera. Visually there was some smoke coming from the number 1 engine. The ARFF Lieutenant (Lt. Carrington) advised the pilot to shut down the number 1 engine, which the pilot did. When the pilot asked if he should evacuate the aircraft, Lt. Carrington advised not to do so as he wanted to inspect the engine closer. Once Lt. Carrington exited ARFF 2 to inspect the engine, he no longer had radio contact with the pilot. The pilot asked again if he should evacuate. Firefighter, Hank Gonzales, who was inside ARFF 3, was attempting to contact Lt. Carrington via the 911 Dispatch radio to find out for the pilot if he should evacuate the plane. While he was attempting to contact Lt. Carrington, the pilot deployed the emergency evacuation slides. All passengers, crew and pilots exited the plane. After we confirmed that there was no fire on the aircraft, I helped Lt. Carrington shut down the power to the aircraft.

Firefighter Judith Pyles