

26101	SC	03/19/2016		56	0	NFIRS - 1
FDID	State	Incident Date	Station	Incident Number	Exposure	Notes

Notes	Title: Notes Page 1					
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All units responded to an Alert 1 for a 1974 Cessna 210 who reported an alternator failure to the FAA Tower. All units responded to their designated stand by positions. After standing by for approximately 25 minutes, the aircraft made its' final approach on Runway 18. The aircraft was unsure if the gear was down and locked at this time due to the electrical problems encountered. The gear was visibly noted as the aircraft came in for final, and upon touchdown, the gear collapsed and the aircraft veered to the right, skidding across the runway, and then skidded left, coming to a stop near midfield. At this time, Chief 1 ordered an Alert 3 response, and all required units responded. The airfield was closed during the mitigation of this event. 3 persons exited the aircraft under their own power. The aircraft was leaking fuel from the left wing tank, and hydraulic fluid from underneath the aircraft. Absorbent pads were used by airport personnel to absorb fuel and hydraulic fluid.

HCFR Medic 31 responded to the scene to assess the persons onboard, who did not complain of any injuries. A waiver of service was signed by the persons involved.

Huffman Aircraft became involved as the salvage company at this time, and began removal of the aircraft after clearance was received from FSDO. The aircraft was removed safely from the runway to the hangar area. Rescue 6 washed off the runway upon completion of the aircraft removal. Numerous FOD checks were completed during and after the incident, and the runway was then opened for air traffic. Airport 4, Chief 1, FBO personnel responded to lend assistance as required. The aircraft was towed, escorted by ARFF and other personnel without further incident. All units returned to service, and normal operations resumed.

26101	SC	03/19/2016		56	0	NFIRS - 9
FDID	State	Incident Date	Station	Incident Number	Exposure	Apparatus

Unit ID: FORD RIV
Serial #: FORD RIV
Type: 00
 Other - Not Specified In Invoice
Dispatched: 3/19/2016 10:15:00AM **Use:**
Enroute: 3/19/2016 10:15:28AM
Arrival: 3/19/2016 10:16:00AM
Clear: 3/19/2016 12:40:00PM
In Quarters: 3/19/2016 12:40:35PM

Actions Taken

- 1) 50 Fires, rescues & hazardous conditions, other
 2) 50 Fires, rescues & hazardous conditions, other
 3) 50 Fires, rescues & hazardous conditions, of
 4)

Personnel ID

Name

Unit ID: RESCUE-6
Serial #: 4ENDAAA8XN1000564
Type: 00
 Other - Not Specified In Invoice
Dispatched: 3/19/2016 10:15:00AM **Use:**
Enroute: 3/19/2016 10:15:28AM
Arrival: 3/19/2016 10:16:00AM
Clear: 3/19/2016 12:40:00PM
In Quarters: 3/19/2016 12:40:35PM

Actions Taken

- 1) 50 Fires, rescues & hazardous conditions, other
 2) 50 Fires, rescues & hazardous conditions, other
 3) 50 Fires, rescues & hazardous conditions, of
 4)

Personnel ID

Name

Unit ID: ROSENBAUER
Serial #: ROSENBAUER
Type: 00
 Other - Not Specified In Invoice
Dispatched: 3/19/2016 10:15:00AM **Use:**
Enroute: 3/19/2016 10:15:28AM
Arrival: 3/19/2016 10:16:00AM
Clear: 3/19/2016 12:40:00PM
In Quarters: 3/19/2016 12:40:35PM

Actions Taken

- 1) 50 Fires, rescues & hazardous conditions, other
 2) 50 Fires, rescues & hazardous conditions, other
 3) 50 Fires, rescues & hazardous conditions, of
 4)

Personnel ID

Name

26101 FDID	SC State	03/19/2016 Incident Date	Station	56 Incident Number	0 Exposure	Mutual Aid
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Aid Given or Received: 1 Mutual aid received														
Dept Name: Horry County Fire Rescue	FDID:	Their Incident #:												
Type:	Dept Code:	State:												
Mutual Aid Department Times: Dept Notified: 3/19/2016 10:45:10AM Dept Cancelled: 3/19/2016 11:15:19AM Dept Arrived on Scene: Not Available Dept Cleared: Not Available	Support Provided: <table> <tr> <td></td> <td># of Apparatus:</td> <td># of Personnel:</td> </tr> <tr> <td>Fire:</td> <td>0</td> <td>0</td> </tr> <tr> <td>EMS:</td> <td>0</td> <td>0</td> </tr> <tr> <td>Other:</td> <td>0</td> <td>0</td> </tr> </table>			# of Apparatus:	# of Personnel:	Fire:	0	0	EMS:	0	0	Other:	0	0
	# of Apparatus:	# of Personnel:												
Fire:	0	0												
EMS:	0	0												
Other:	0	0												

Aid Given or Received: 1 Mutual aid received														
Dept Name: Myrtle Beach Fire/Rescue	FDID:	Their Incident #:												
Type:	Dept Code:	State:												
Mutual Aid Department Times: Dept Notified: 3/19/2016 10:15:57AM Dept Cancelled: 3/19/2016 11:15:09AM Dept Arrived on Scene: Not Available Dept Cleared: Not Available	Support Provided: <table> <tr> <td></td> <td># of Apparatus:</td> <td># of Personnel:</td> </tr> <tr> <td>Fire:</td> <td>1</td> <td>4</td> </tr> <tr> <td>EMS:</td> <td>0</td> <td>0</td> </tr> <tr> <td>Other:</td> <td>0</td> <td>0</td> </tr> </table>			# of Apparatus:	# of Personnel:	Fire:	1	4	EMS:	0	0	Other:	0	0
	# of Apparatus:	# of Personnel:												
Fire:	1	4												
EMS:	0	0												
Other:	0	0												

Incident # 16-0056, Mar. 19, 2016, at 1015 hrs.

At approximately 1015 hours on this day, the crash phone rang in the station, advising me of an Alert 1, a Cessna 210 with an alternator problem, due to land in 2 minutes. All units were dispatched, and were on location at normal stand by positions. Chief 1 was at the airport for another issue, and responded and assumed incident command. I was staffing Rescue 3, as two ARFF personnel were completing the midday FAR 139 self-inspection. Rescue 3 responded to Taxiway A5/A6 intersection and stood by awaiting the troubled aircraft. The aircraft delayed his landing for about 25 minutes, and then came in on a final approach. The aircraft had landing gear down while on final. He touched down on Runway 18 at about 1600 feet, and the main gear collapsed immediately, sending the aircraft skidding down the runway. I notified command of the crash, and an Alert 3 was immediately called out. The aircraft skidded to a stop, and 3 passengers exited the aircraft under their own power, exhibiting no injuries, other than being "shaken up". Rescue 3 stood by with the vehicle prepared to flow water or foam if needed. No fire had appeared, but the left wing was leaking fuel, and the underneath area was leaking hydraulic fluid. The 2 passengers and pilot were triaged, with no apparent injuries. HCFR Medic 31 responded to the incident, and examined all three, with no care required or wanted. A medical waiver of service was the obtained by the crew, and they returned to service.

Airfield crews from FBO and fuelers also responded at this time, and used absorbent pads to try to sop up the leaking fluids. Huffman Aviation was notified, and responded to remove the aircraft from the runway. All ARFF vehicles stood by while the aircraft was being readied for removal from the airfield. The aircraft was towed from its' location to the repair area of Huffman, followed by Rescue 3 and other vehicles. Upon exiting the runway area, the runway was FOD checked, and reopened for business. All units resupplied, and returned to service, available at 1240 hrs.

People onboard were the following:

Tom Lane 69/M- Pilot

Anne-Hatton Gravely 36/F

Mary Chase Gravely 1/F

All were unhurt and ambulatory.

With the assistance of Ops, FBO, Huffman, and Fueling crews, the airfield was cleared, inspected, and reopened very quickly and efficiently. The airport was in normal operation by 1230.

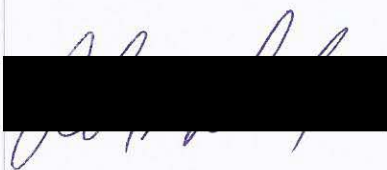

Walter DeSoi

Captain, ARFF

Account for Alert 3 from Alexx A Dahl. 03/19/2016

I was assigned to Myrtle Beach Fire Department Rescue one. Myself (A-13) and A-12 we out on a midday inspection when an Alert 1 was called for a GA aircraft with loss of power. Rescue 1 was not notified until Rescue 6 notified us via ARFF channel radio communication. Rescue 1 asked Myrtle Beach Ground for permission on Taxiway Alpha 1 and Taxiway Alpha to the fire station. We were approved as requested. Once we got to Rescue 6 staged on Taxiway Alpha 4, we advised the tower that we were going to hold on A4 and short of 18/36. We were then notified of the emergency aircraft having lost comms, and possibly landing gear up. We had the emergency aircraft insight approx. 10 mins after staging. Rescue 3 notified emergency crews that the landing gear was down when emergency aircraft was on final approach. When aircraft touched down landing Runway 18 he bounced off the pavement and the aircraft's landing gear collapsed. Rescue 3 notified crews of the collapse. An Alert 3 was then called, Tower was notified and they closed the airport. Emergency aircraft came to a stop approx. Taxiway Alpha 4. Rescue 1 followed Rescue 6 onto RWY 18 north bound. We positioned behind Rescue 6. A-13 packed up and went to the Aircraft. A man, woman, and infant appeared from the aircraft shortly after coming to a stop. A-13 went to the cockpit to make sure emergency shut down procedures had been followed. Batteries were off, throttles were at idle. I then assisted pilot on disconnecting the batteries at the terminals. Once disconnected I notified command of a fuel leak and that the pilot had 6 hours of fuel remaining. There was also a hydraulic leak coming from about 1' foot behind the nose gear, command was notified. I then got out luggage for the passengers from the rear of the aircraft.

After trying multiple things to get the fuel to quit leaking out of the left side wing, I went back to the cockpit and switched the fuel selector from "right" to off. It seemed to slow.


Alexx A Dahl

MBIA Airport Firefighter

Statement for Incident # 2016-0056 – Alert 1 to an Alert 3.

See Incident report for further information.

While on property for an unrelated issue, was advised by Communication Center of an alert 1, aircraft lost alternator, was losing other systems over time and radios were lost once we were in stand-by positions. Command established, tac channels assigned, per-plan and guidelines followed. Held in alert positions for about 15 to 20 minutes, pilots last intention was to land at MYR, (we allowed several aircraft to take-off and move about the airfield), but he was having landing gear issues, all fire ems units stood-by, final communication with pilot over cell phone with tower, he was coming in not sure on gear, looked down but may not be locked, Aircraft crashed landed at about 1500' of 18, and came to rest near TWY A5 & 6. ARFF units set-up, 360 completed, 3 SOB removed and placed in R3, Units addressed fuel and hydraulic fluids, normal Alert 3 guidelines followed, operations crews handled all notifications, NOTAMs, Life safety issues handled, released City and county units, medical waivers (HCFR) signed. Local recovery company (Huffman) , moved aircraft and secured it at their hanger on FBO ramp, Several FOD checks completed, hazards removed, R/W open, back to normal operations.



Chief Peter DeGruccio

See Incident report for further information.

Statement: Alert 3 General Aviation Plane Crash

Date: March 19th, 2016

Time: 1015 hrs

Today I was conducting a Mid-day airfield inspection in Rescue 1 with Firefighter Alexx Dahl. Firefighter Dahl was driving and I was riding as a passenger to assist with the inspection. While on the South end of the Runway, Firefighter Joey O'Rourke notified us of via the ARFF radio channel of an Alert 1. I acknowledged notification of the Alert 1 and began monitoring information on the ARFF and ICOM radios. I instructed Firefighter Dahl to proceed to Rescue 1's predesignated Alert position on Alpha 4. Firefighter Dahl proceeded with clearance from Myrtle Ground Control. I also advised Captain Walter DeSoi via radio of our action. Upon arriving at Alpha 4 we donned our firefighting gear in preparation, and continued to monitor both our ARFF and ICOM radios for information regarding the aircraft experiencing the emergency. It was communicated from Myrtle Beach Tower that the aircraft was a single prop engine, unknown number of souls on board, experiencing an electrical system failure, and that they has lost radio communication with the aircraft. It was next communicated that the aircraft had reported via telephone that it's landing gear was not functioning, but then later communicated that the landing gear was visualized to possibly be in the down position. The aircraft came in for it's final approach for Runway 18. Upon touch down the plane's landing gear collapsed, it bounced, skidded, and then turned sideways with the left front and rear wing tips striking the ground. All ARFF units, including Rescue 1, Rescue 3, Rescue 6, and Chief 1 proceeded to the aircraft. All units followed Alert 3 protocols. The three occupants a man (the pilot), a woman (pilot's daughter), and the woman's infant, were able to self-extricate from the aircraft and were able to ambulate. I assisted in escorting the occupants away from the aircraft beyond the ARFF units. Next, I was requested by Airport Command to utilize Rescue 1 to escort the responding medic unit, HCFR M-31, from the GA ramp to the crash scene. Once escorting M-31 into the scene, I assisted in locating materials for plugging fuel leaks and absorbing the spilling fuel. Once M-31 was finished assessing the occupants, I escorted the unit back to the GA ramp and off the property. I returned to the scene in Rescue 1 to standby if needed for firefighting and or manpower needs. Once the aircraft was removed from the Runway, myself and Firefighter Alexx Dahl were cleared by Airport Command to return to the Fire Station.

This statement is truthfully being submitted to the best of my memory.

J. Ethan Echternach

A black rectangular redaction box covering the signature of J. Ethan Echternach.



March 19, 2016

Alert 1 dispatched from FAA Tower that there was a GA that lost its alternator. I was in Rescue 6, proceeded to get clearance for all ARFF vehicles to the staging areas. Rescue 6 staged on taxiway A4. Chief 1 took incident command and staged on the commercial ramp while talking with the tower and airport communications center. FAA tower reported that they lost communications with the aircraft. About fifteen minutes later, Information was told that aircraft was on final approach. Captain DeSoy was on taxiway A6 when he saw the aircraft making its landing on runway 18. Aircraft touched down and Captain DeSoy immediately stated on the radio that the gear collapsed. Chief 1 alerted to the tower to upgrade to an Alert 3. Tower gave permission to enter runway to all ARFF vehicles. I staged in front of the aircraft off to the starboard side, ready to flow agent if needed. I saw three ambulatory occupants existing out of the pilot's side. Aircraft was titled with the left wing down on the runway surface, small leak coming from the tip of the wing. Crew used HazMat pads to contain the small amount of AVGAS leak. After aircraft was removed, I sprayed down the runway to remove any avgas that might have been on the runway.

Joey O'Rourke

[Redacted signature]