

Incident Details Report

Incident Number: 22-00006331

Incident Status: Closed

Incident Date: 03/02/2022 17:00:26

Last Updated: 03/02/2022 19:10:19

INCIDENT INFORMATION

Incident Type Code:	501	Incident Type Description:	AIRPORT EMERGENCY
Priority:	1	Incident Status:	Closed
Created By Name:	ROLLINS, LINDSEY	Created by Agency/Userid:	SJCFR/33793
Modifying Circ:	LVL3 WATER	Dispositions:	TRANS
Report Numbers:			

LOCATION INFORMATION

Location Name:		Building:	
Address:	392 ESTRELLA AV	Apartment:	
City:	SAINT AUGUSTINE	Cross Street:	/ PINE RIDGE RD
Area:	Z12	Sector:	
Beat:	ESN 117	Reporting District:	
Latitude:	29.95452299	Longitude:	-81.33578450

CALLER INFORMATION

Caller Name:		Caller Phone Number:	
Caller Location:		Caller City:	
Contact Caller:		Call Source:	ADMIN LINE

INCIDENT TIMES

EVENT:	DATE TIME:	USER:	EVENT:	ELAPSED TIME:
ANI/ALI Received:			Call Received to Pickup:	N/A
Phone Pickup:			Call Received to Created:	N/A
Incident Created:	03/02/2022 17:00:26	SJCFR/33793	Call Received to 1st Dispatch:	N/A
1st Unit Dispatched:	03/02/2022 17:00:53	SJCFR/34693	Inc Created to 1st Dispatch:	0:00:27
1st Unit Enroute:	03/02/2022 17:01:29	SJCFR/34693	1st Dispatch to 1st Enroute:	0:00:36
1st Unit Arrived:	03/02/2022 17:05:55	SJCFR/34693	1st Enroute to 1st Arrived:	0:04:26
Route Closed:	03/02/2022 19:10:18	SJCFR/33953	Inc Created to Closed:	2:09:52

ASSIGNED UNITS

Pri UNIT:	DISPATCHED:	ENROUTE:	ARRIVED:	CLEARED:	DISPOSITION(S)
SJCFR/A6	03/02/2022 17:00:53			03/02/2022 18:40:23	
SJCFR/AIRBOAT			03/02/2022 17:05:55	03/02/2022 18:30:29	
SJCFR/BATT1	03/02/2022 17:03:44	03/02/2022 17:04:46	03/02/2022 17:13:02	03/02/2022 18:30:29	
SJCFR/BATT3	03/02/2022 17:00:53	03/02/2022 17:02:17	03/02/2022 17:09:14	03/02/2022 18:30:29	
SJCFR/CITY3	03/02/2022 17:03:44	03/02/2022 17:05:14	03/02/2022 17:18:15	03/02/2022 18:30:29	

SJCFR/CNTY5		03/02/2022 17:04:13	03/02/2022 17:09:03	03/02/2022 18:30:29
SJCFR/DRONE12	03/02/2022 17:00:53	03/02/2022 17:02:20	03/02/2022 17:17:34	03/02/2022 17:25:40
* SJCFR/E12	03/02/2022 17:00:53	03/02/2022 17:02:53	03/02/2022 17:06:49	03/02/2022 18:30:29
SJCFR/E15	03/02/2022 17:00:53	03/02/2022 17:02:13	03/02/2022 17:12:42	03/02/2022 18:14:29
SJCFR/E40	03/02/2022 17:00:53	03/02/2022 17:01:29	03/02/2022 17:09:14	03/02/2022 18:30:40
SJCFR/FWC		03/02/2022 17:11:50	03/02/2022 18:08:36	03/02/2022 18:30:29
SJCFR/LAD47	03/02/2022 17:00:53	03/02/2022 17:02:29	03/02/2022 17:13:26	03/02/2022 18:30:29
SJCFR/MAR12	03/02/2022 17:03:44			03/02/2022 18:27:48
SJCFR/MAR49	03/02/2022 17:03:44			03/02/2022 18:30:56
SJCFR/MR9	03/02/2022 17:03:44	03/02/2022 17:05:09	03/02/2022 17:16:15	03/02/2022 18:30:29
SJCFR/MRO3		03/02/2022 17:06:16	03/02/2022 17:19:09	03/02/2022 18:30:29
SJCFR/MRO4			03/02/2022 17:16:03	03/02/2022 18:30:29
SJCFR/MRO5		03/02/2022 17:06:16	03/02/2022 17:19:09	03/02/2022 18:30:29
SJCFR/MROS	03/02/2022 17:03:44			03/02/2022 17:05:31
SJCFR/R12	03/02/2022 17:00:53	03/02/2022 17:02:25	03/02/2022 17:06:53	03/02/2022 19:10:18 TRANS
SJCFR/RB9		03/02/2022 17:06:55		03/02/2022 18:30:59
SJCFR/SQD05	03/02/2022 17:00:53	03/02/2022 17:02:00	03/02/2022 17:16:33	03/02/2022 18:30:44
SJCFR/T15	03/02/2022 17:00:53	03/02/2022 17:02:13	03/02/2022 17:14:10	03/02/2022 17:39:20
SJCFR/TRAU1		03/02/2022 17:45:53		03/02/2022 18:26:45
SJCFR/TRN3		03/02/2022 17:04:30	03/02/2022 17:09:06	03/02/2022 18:30:29

ASSIGNED PERSONNEL

UNIT:	OFFICERID:	OFFICER NAME:
SJCFR/AIRBOAT	AIRBOAT	AIRBOAT,
SJCFR/BATT1	BATT1	BATT1,
SJCFR/BATT1	BCHOUSTON	BCHOUSTON,
SJCFR/BATT3	BATT3	BATT3,
SJCFR/BATT3	BCEPPERSON	BCEPPERSON,
SJCFR/CITY3	CITY3	CITY3,
SJCFR/CNTY5	CNTY5	CNTY5,
SJCFR/DRONE12	DRONE12	DRONE12,
SJCFR/E12	E12	E12,
SJCFR/E12	E12P1	E12P1,
SJCFR/E12	E12P2	E12P2,
SJCFR/E12	E12P3	E12P3,
SJCFR/E12	E12P4	E12P4,
SJCFR/E15	E15	E15,
SJCFR/E15	E15P1	E15P1,
SJCFR/E15	E15P2	E15P2,
SJCFR/E15	E15P3	E15P3,
SJCFR/E15	E15P4	E15P4,

ASSIGNED PERSONNEL

UNIT:	OFFICERID:	OFFICER NAME:
SJCFR/E40	E40	E40,
SJCFR/E40	E40P1	E40P1,
SJCFR/E40	E40P2	E40P2,
SJCFR/E40	E40P3	E40P3,
SJCFR/FWC	FWC	FWC,
SJCFR/LAD47	LAD47	LAD47,
SJCFR/LAD47	LAD47P1	LAD47P1,
SJCFR/LAD47	LAD47P2	LAD47P2,
SJCFR/LAD47	LAD47P3	LAD47P3,
SJCFR/LAD47	LAD47P4	LAD47P4,
SJCFR/MAR12	MAR12	MAR12,
SJCFR/MAR49	MAR49	MAR49,
SJCFR/MAR49	MAR49P1	MAR49P1,
SJCFR/MAR49	MAR49P2	MAR49P2,
SJCFR/MR9	MR9	MR9,
SJCFR/MRO3	MRO3	MRO3,
SJCFR/MRO4	MRO4	MRO4,
SJCFR/MRO5	MRO5	MRO5,
SJCFR/MROS	MROS	MROS,
SJCFR/R12	R12	R12,
SJCFR/R12	R12P1	R12P1,
SJCFR/R12	R12P2	R12P2,
SJCFR/RB9	RB9	RB9,
SJCFR/SQD05	SQD05	SQD05,
SJCFR/SQD05	SQD05P1	SQD05P1,
SJCFR/SQD05	SQD05P2	SQD05P2,
SJCFR/SQD05	SQD05P3	SQD05P3,
SJCFR/SQD05	SQD05P4	SQD05P4,
SJCFR/T15	T15	T15,
SJCFR/T15	T15P1	T15P1,
SJCFR/TRAU1	TRAU1	TRAU1,
SJCFR/TRN3	TRN3	TRN3,

INCIDENT COMMENTS

DATE TIME:	USERID:	COMMENTS:
03/02/2022 17:00:26	SYSTEM	BATT NOTIFICATION: FOR WORKING STRCT FIRES AND MAJOR EVENTS, NOTIFY NEXT AVAILABLE BATT CHIEF[Agency/IRF]
03/02/2022 17:00:33	33793	1 SOUL ON BOARD
03/02/2022 17:00:38	33793	EXTRA SINGLE PERSON AIRCRAFT
03/02/2022 17:00:41	33793	SMOKE IN THE COCKPIT

INCIDENT COMMENTS

DATE TIME:	USERID:	COMMENTS:
03/02/2022 17:00:47	33793	LANDING RUNWAY 13
03/02/2022 17:00:53	33793	1 MILE OUT
03/02/2022 17:01:18	33793	TOWER SWITCHED TO A6
03/02/2022 17:02:00	34693	RESP (SJCFR/SQD05)
03/02/2022 17:02:02	33793	TYPE OF OF PLANE IS CALLED A -EXTRA AIRCRAFT-
03/02/2022 17:02:13	34231	RESP (SJCFR/E15)
03/02/2022 17:02:13	34231	RESP (SJCFR/T15)
03/02/2022 17:02:14	34693	< TRAFFIC ON A6 >
03/02/2022 17:02:17	34231	RESP (SJCFR/BATT3)
03/02/2022 17:02:20	34231	RESP (SJCFR/DRONE12)
03/02/2022 17:02:29	34231	RESP (SJCFR/LAD47)
03/02/2022 17:02:50	31506	AOC PAGE SENT
03/02/2022 17:03:00	SYSTEM	BATT NOTIFICATION: FOR WORKING STRCT FIRES AND MAJOR EVENTS, NOTIFY NEXT AVAILABLE BATT CHIEF[Agency/IRF]
03/02/2022 17:03:27	33793	PLANE CRASHED INTO THE MARSH
03/02/2022 17:03:55	33793	SOUTH EAST SIDE OF THE MARSH
03/02/2022 17:04:10	33432	NOTIFYING FWC TO RESPOND
03/02/2022 17:04:13	34231	LAD47 DIVERTING TO CITY MARINA FOR MAR49
03/02/2022 17:04:14	SYSTEM	<UNIT: SJCFR/CNTY5 SELF-DISPATCHED ONTO INCIDENT>
03/02/2022 17:04:17	33793	TOWER ADVISED THEY'RE LAUNCHING THEIR VESSEL
03/02/2022 17:04:30	SYSTEM	<UNIT: SJCFR/TRN3 SELF-DISPATCHED ONTO INCIDENT>
03/02/2022 17:04:46	34231	RESP (SJCFR/BATT1)
03/02/2022 17:05:09	34231	RESP (SJCFR/MR9)
03/02/2022 17:05:14	34231	RESP (SJCFR/CITY3)
03/02/2022 17:05:53	31506	UPDATE AOC PAGE SENT
03/02/2022 17:06:03	33432	MRIN (SJCFR/AIRBOAT)
03/02/2022 17:06:32	34231	MRO3, MRO5 RESP TO BAT RAMP FOR MAR12
03/02/2022 17:07:00	34231	MR9 RESP FROM BOAT RAMP WITH RB9
03/02/2022 17:08:31	33432	FWC NOTIFIED, NO BOAT IN THE AREA AT THIS TIME
03/02/2022 17:08:38	34231	E12 AT SEAPLANE RAMP ATTP TO GET A VISUAL
03/02/2022 17:08:59	31506	STATE WATCH OFFICE NOTIFIED
03/02/2022 17:09:14	34231	ONSCENE (SJCFR/E40)
03/02/2022 17:09:14	34231	ONSCENE (SJCFR/BATT3)
03/02/2022 17:09:51	34231	MRIN (SJCFR/MAR49)
03/02/2022 17:10:07	33580	E40 STAGING AT THE TOWER
03/02/2022 17:10:07	33432	FWC ADVISED THEY DONT HAVE ANYONE IN THE AREA AT THIS TIME, NOT RESPONDING AT THIS TIME UNLESS REQUESTED
03/02/2022 17:10:13	34231	MAR49 WITH 2
03/02/2022 17:10:57	34231	IC (SJCFR/CNTY5)
03/02/2022 17:11:09	34231	CNTY EST CMD

INCIDENT COMMENTS

DATE TIME:	USERID:	COMMENTS:
03/02/2022 17:11:14	34231	CORR CNTTY5*
03/02/2022 17:11:43	33432	MADE CONTACT WITH FWC AGAIN - THEY ADVISED THEY WILL BE RESPONDING TO DO A REPORT
03/02/2022 17:11:56	33580	PER SJSO - W2995 ABLE TO RUN THE AIRBOAT, RESPONDING OVER TO UNITS O/S
03/02/2022 17:12:13	31506	USCG NOTIFIED WILL NOT BE RESPONDING UNLESS WE NEED A AIR RESCUE
03/02/2022 17:12:42	34231	ONSCENE (SJCFR/E15)
03/02/2022 17:13:26	34231	ONSCENE (SJCFR/LAD47)
03/02/2022 17:13:52	33432	UNK ETA FOR FWC
03/02/2022 17:15:03	34231	PER DEPUTY, FROM WITNESS TO THE LEFT OF RUNWAY POSS 1/4 MILE, PLANE UPSIDE DOWN, STILL NO VISUAL
03/02/2022 17:15:38	34231	FEMALE UPSIDE DOWN IN PLANE, TRAPPED INSIDE, C/B
03/02/2022 17:16:02	34231	MRO4 AT AUNT KATES BOAT RAMP
03/02/2022 17:16:15	34231	ONSCENE (SJCFR/MR9)
03/02/2022 17:16:50	34231	POSS 6TH OR 7TH LANDING LIGHT COMING IN
03/02/2022 17:16:58	34231	MRIN (SJCFR/RB9)
03/02/2022 17:17:19	33580	RB9 UNDERWAY W/ 3
03/02/2022 17:17:34	34231	ONSCENE (SJCFR/DRONE12)
03/02/2022 17:18:15	34231	ONSCENE (SJCFR/CITY3)
03/02/2022 17:19:09	34231	ONSCENE (SJCFR/MRO3)
03/02/2022 17:19:09	34231	ONSCENE (SJCFR/MRO5)
03/02/2022 17:19:15	34231	MRIN (SJCFR/MAR12)
03/02/2022 17:20:56	34231	POSS BATT3 VISUAL ON AIRCRAFT APPROX 6 LANDING LIGHTS DOWN
03/02/2022 17:22:01	34231	RB ATTP TO MAKE CONTACT AT THIS TIME
03/02/2022 17:22:04	33432	COAST GUARD UPDATED
03/02/2022 17:24:42	34231	MR12 UNDERWAY WITH 2
03/02/2022 17:26:14	34231	PER TOWER -PT TRAPPED BETWEEN GLASS CANOPY AND BULKHEAD OF AIRPLANE, GLASS STICKING INTO SSIDE OF HEAD AND STARTING TO FADE
03/02/2022 17:26:47	34231	AIRBOAT LAUNCHING FROM SEAPLANE RAMP
03/02/2022 17:27:52	33580	T1 ON STANDBY / LZ SJC 26 - AIRPORT TOWER / DEST AIR & GROUND MEMORIAL
03/02/2022 17:28:58	34231	AIPORT AIRBOAT ENROUTE
03/02/2022 17:31:57	34231	MAR12 IN THE AREA
03/02/2022 17:32:35	34231	S/O RESP DRONE
03/02/2022 17:36:02	34231	AIRPORT AIRBOAT LAUNCHED / 3 PERSONNEL FROM SQD5
03/02/2022 17:37:52	34231	AIRPORT DRONE GOING UP
03/02/2022 17:39:57	34231	MARKER 6 AT INDIAN CREEK
03/02/2022 17:40:35	34231	PT IS C/B BUT TRAPPED
03/02/2022 17:43:32	34231	1 COMPLETELY SUBMERGED
03/02/2022 17:44:04	34231	BOTH AIRBOATS ON SCENE WITH PT, STARTING EXTRICATION
03/02/2022 17:45:09	34231	1 PT COMPLETELY SUBMERGED
03/02/2022 17:45:38	34231	PER CMD, HAVE ATU STAGE AT AIRPORT

INCIDENT COMMENTS

DATE TIME:	USERID:	COMMENTS:
03/02/2022 17:45:58	34231	TO LZ (SJCFR/TRAU1)
03/02/2022 17:47:14	33793	TOWER NOTIFIED OF T-1
03/02/2022 17:47:26	33580	T1 LAUNCHING - 13 MIN ETA
03/02/2022 17:47:44	33580	TOWER NOTIFIED REF ATU
03/02/2022 17:50:52	34231	TRAU ARREST
03/02/2022 17:51:07	34231	TRAUMA ARREST (SJCFR/BATT3)
03/02/2022 17:52:07	34231	PT EXTRICATED
03/02/2022 17:53:10	34231	PT ON AIRBOAT ENROUTE TO RAMP
03/02/2022 17:53:43	34231	CPR IN PROGRESS
03/02/2022 17:54:49	34231	PER CMD, CX ATU DUE TO TRAUMA ARREST
03/02/2022 17:54:57	33580	T1 NOTIFIED TO CXL
03/02/2022 17:57:40	34307	PER IC HAVE T-1 STAGE AT AIRPORT
03/02/2022 18:01:56	34307	AT LZ (SJCFR/TRAU1)
03/02/2022 18:05:44	34307	MAR49 RTB
03/02/2022 18:08:36	34307	ONSCENE (SJCFR/FWC)
03/02/2022 18:11:52	34307	MAR12 AND RB9 RTB
03/02/2022 18:13:03	34307	PER R12 CODE3 FLAGLER NOTIFIED
03/02/2022 18:18:12	34307	PER IC UNITS IN DECON WILL BE RELEASING SHORTLY
03/02/2022 18:21:58	34307	AT HOSP (SJCFR/R12)
03/02/2022 18:23:16	34307	ROSC (SJCFR/R12)
03/02/2022 18:23:24	34307	AT HOSP (SJCFR/R12)
03/02/2022 18:23:49	34307	PER R12 ROSC AT FLAGLER
03/02/2022 18:27:45	34307	MROUT (SJCFR/MAR12)
03/02/2022 18:28:52	34307	MROUT (SJCFR/RB9)
03/02/2022 18:28:56	34307	MROUT (SJCFR/MAR49)
03/02/2022 18:30:05	34307	PER MAR 12 PAR2 PER RB9 PAR 3 MAR49 PAR 2
03/02/2022 18:32:17	34307	DISPO TRANS:FLAG

PRE-SCHEDULED INFORMATION**ADDRESS CHANGES****PRIORITY CHANGES****INCIDENT TYPE CHANGES**

Lt. Sean Crofutt

Engine 40 and Ladder 47 got dispatched to an airport emergency. While in route, I noticed in the notes that it said that the airplane had crashed in the marsh. I asked Dispatch if the notes were correct and we're dispatching Boats to respond. I was advised they were dispatching them now. Ladder 47 then came on the air to respond to City Marina to pick up marine 49. While in route I asked the tower if they were in contact with the pilot and if they could give us a medical update, which they did.

When we arrived at the airport, the gate to enter on the property was closing. We had to wait approximately 30 seconds for someone to open the gate for us. When we went arrival, command advised us to go to the boat ramp area. We were then told to relocate to the end of the runway where the other fire apparatus was staging.

My crew was staging at the end of the runway with other fire apparatus, when it was determined that it was going to be air boats that were needed to make it to the crash scene, we heard that squad 5 was going to be taking their extrication equipment on one of the air boats. We heard on the radio that a second airboat was coming and they wanted another set of extrication tools. I advised operations that we would make our way to the boat ramp and we would go out with our extrication equipment.

When the sheriffs office arrived with their airboat, I asked how many personnel they could take and I was advised three people. I was planning on taking my three crew members, but two FWC officers were going to be riding on the air boat. I had Eng Chester take our toolbox and extrication equipment on the sheriffs office airboat. They then left and proceeded to the crash site.

The rescue truck that was at the boat ramp was setting up equipment for arrival of the patient. Myself and my firefighter assisted them with setting up equipment. I advised operations to please send me more personnel to take care of the patient when they arrived. We were then advise that the patient was down at the end of the runway and the rescue truck put their equipment back in their truck and proceeded down to the end of the runway.

Me and my fire fighter then drove our firetruck down to the runway to pick up engineer Chester. We then retrieved our equipment and wash ed it all down due to it being covered with lots of mud. Not soon after that we were cleared by command.

Sean Crofutt

FF Rick Teasley

On March 2nd, 2022, we were dispatched to the Saint Augustine airport for an incident involving a small plane. As a rookie firefighter, I ride in the back seat so I did my best to listen to details of the call while en route. I heard there was smoke coming from the engine and prepared for a possible fire on the runway.

When we arrived at the airport, I scanned the runway for signs of a crash but saw nothing. We eventually approached a line of 4, maybe 5 emergency vehicles that were lined up side by side on the edge of the runway. Everyone on scene was looking towards the marsh with binoculars, some of them standing on top of their engines. I decided to do the same and stand on top of our engine but could see no signs of any crash.

I was asking my senior firefighters what was going on and where exactly the plane crashed. The only information I got was that it was somewhere almost straight ahead, approximately 6 light markers into the marsh. Again, I could see no signs of any crash or activity. From what I heard, the only way to get to the area would be with an air boat. Upon hearing that two air boats were en route, my Lieutenant told me to hop in the engine and be ready to bring our extrication tools onto a boat and assist.

Once the boat arrived, I was told that the boat would be at max capacity and I wouldn't be able to assist. I then awaited extrication from the runway and listened to radio traffic during the process while planning to perform CPR if necessary. Once the victim was extricated, they were brought ashore to a different access point than the one I was standing on, so I never made contact. My next task was to clean our extrication tools from the mud they gathered during the extrication. By the time I was done, the patient was en route to the hospital and our unit returned to the station.

-Rick Teasley

Engineer Chris Chester

St Augustine Fire Department, Engine 40

On March 2, 2022 Engine 40 was dispatched at 1700hrs to a report of a plane with smoke in the cockpit attempting to land. Engine 40 went responding at 1702hrs. While responding we were advised by dispatch that the plane had crashed into the marsh. Engine 40 arrived on scene at 1713. There was an approximately 30-45 second delay getting into the airport because the gate was closed, and we had to wait for someone to come open it. Once on scene E40 met with command & went to the south end of the runway where it was reported the plane went into the marsh. I went onto the top of engine 40 with binoculars to try and locate where the plane had crashed. It was reported that it may have been in the marsh near where the lights leading up to the runway were, but we were unable to see from land & it was too shallow for the rescue boats on scene to attempt to search the area. There was also a good Samaritan on scene with a shallow water fishing boat who attempted to make it back to the general location but was unable to find a deep enough channel. St. Johns County Sheriff's office was Enroute with their airboat. There was a delay in being able to access the crash site because boats were unable to make it because of the shallow water & there was no qualified operator on scene to operate the airboat kept at the airport. St. Johns County Sheriff's office arrived on scene with their air boat & also sent another one of their operators to get the fire rescue air boat kept at the airport. Air boats were launched at the sea plane ramp. I rode on the sheriff's office airboat with extrication equipment, & 2 officers with FWC & 1 SJCSO. When we arrived on scene, we found a good Samaritan who had found the plane & was already in the water with the plane & patient. The plane was buried upside down in the mud & water. Myself & the 2 officers with FWC immediately grabbed our extrication equipment and made our way to the plane where the patient was. The only thing visible of the patient was just her face that the good Samaritan was trying to hold out of the water from a small hole on the plane. Patient was still breathing. It was extremely difficult to operate as the water was waist high & the mud was difficult to walk and move in. The second airboat arrived on scene with personnel from squad 5 with St. Johns County Fire. The patient was trapped upside down in the mud & still strapped in her seat so we began trying to extricate her from the plane. I grabbed an angle grinder and began cutting access holes for our cutters & spreaders to be able to cut the plane from around her. While we were cutting the tide was rising fast and we were no longer able to see the pt. It took crews approximately 4-5 min from the time we arrived on scene from the time she was extricated. When we removed the patient, she was no longer breathing and didn't have a pulse. We immediately put her on a backboard and began CPR while we loaded her onto the airboat. Myself & Lt. Conrad with SJCFR got on the airboat & continued CPR while enroute back to land where the ambulance was waiting. The patient was transferred from the airboat onto the stretcher where we handed off patient care to the crews on land.

Chad McCrory

Engine 15 arrived on scene to the above address and drove to the south end of the runway at the airport. Engine 15 staged at the south end of the driveway and assisted with patient care once the patient was brought in.



ST. JOHNS COUNTY FIRE RESCUE

Incident Reporting Form

Type of Incident

OTHER

Prepared By

chad mccrory

CR # (if any)

22-00006331

Date of Incident

03-02-2022

Location Where Incident Occurred

Zone 12 at the airport

Information (detailed description of incident):

Engine 15 arrived on scene to the above address and drove to the south end of the runway at the airport. Engine 15 staged at the south end of the driveway and assisted with patient care once the patient was brought in.

Signatures:

☒ This incident report has been reviewed by me and is truthful and complete to the best of my knowledge.

Employee Name

chad mccrory

Employee Number

33111

☒ This incident report has been reviewed by me and is truthful, the proper investigation is being conducted and a report will be completed in Firehouse.

Supervisor Signature

Edward F. Houston II

Digitally signed by Edward F. Houston II
Date: 2022.04.04 21:22:21 -04'00'

Employee Number

21166

Instruction to save:

DO NOT save to shared directory. Follow steps below:

1. Select File> Click Save As > click **My Documents** > enter name as follows:

a. IR-your name-month-day-year

2. A recommended copy Save to your My Document folder.

3. Next, select File > click Send to > click Mail Recipient (as attachment)> e-mail to appropriate Battalion Chief or Captain, port as being complete than save it to the appropriate CBC Folder, conduct the investigation, then notify the Fire Rescue Risk Management Group via e-mail.



ST. JOHNS COUNTY FIRE RESCUE

Incident Reporting Form

Type of Incident	OTHER	Prepared By	Lt. Christopher Clark
CR # (if any)	22-00006331	Date of Incident	03/02/2022
Location Where Incident Occurred	St. Augustine Airport		

Information (detailed description of incident):

I was assigned as the officer on Engine-9 on the above date. E-9 was paged to the above address for a plane crash in the area south of the airport possible in the waterway. I had E-9 and Marine Rescue - 9 respond with the riverboat to the boat ramp located at Euclid Ave for access to the waterway around the airport. Upon arrival at the boat ramp, I helped Marine Rescue-9 launched the riverboat and dock for personnel. I loaded the riverboat with my Marine rescue equipment and bunker gear. The riverboat had mud poles already loaded on the boat for use and basic EMS equipment.

Lt. Billini from the Marine Rescue division responded to our location to crew the riverboat. Lt. Billini assume command and operator of the Riverboat -9 and I assume the role as deck hand and monitor radio traffic. Afterwards we launched riverboat-9 with a crew of 3 souls and responded to the area east of the airport with SAFD fire boat. No part of the plane was visible to Riverboat-9 and Command located at the airport did not have any visual on the plane as well. Command assigned Riverboat-9 to attempted to make access to the creek south to our location. Riverboat attempted and was unsuccessful when entering the creek. Riverboat-9 had ran ground and had to back out. The operator had to fully till the motor up and still was unable to make access into the creek. I notified command that we were unable to make access and return back to the main water way.

Riverboat-9 attempted to make access down the creek just south of the runaway to attempted to navigate thought the small waterways in the marsh. Riverboat-9 ran ground again and unable to make any more headway into the marsh. The first Airboat was launched at this time and had also attempted to make access into the same creek. Command advised to back out and try to make access into Indian creek located south. Riverbaot-9 had to back out slowly in the shallow waters back to the main waterway to found the opening to Indian creek. The first airboat had also back out and had exited the creek.

Riverboat-9 found the entrance into Indian creek and begin to navigate through the shallow creek. The Second airway had also launched and both airway boats were able to make access to plane crash site and begin to perform extrication at that time. Riverboat-9 did not make it to the site by the time the victim was extricated and the victim was rapidly removed from the scene. Riverboat-9 began to back out of the creek to main waterway and the victim was by the time delivered to Fire Rescue personnel at the airport. Afterwards Riverboat-9 was released by command and return to the boat ramp.

Signatures:

☒ This incident report has been reviewed by me and is truthful and complete to the best of my knowledge.

Employee Name	Lt. Christopher Clark	Employee Number	31941
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☒ This incident report has been reviewed by me and is truthful, the proper investigation is being conducted and a report will be completed in Firehouse.

Supervisor Signature		Employee Number	
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ST. JOHNS COUNTY FIRE RESCUE

Incident Reporting Form

Type of Incident

OTHER

Prepared By

Lt. Christopher Conrad

CR # (if any)

22-00006331

Date of Incident

03/02/2022

Location Where Incident Occurred

St. Augustine Airport

Information (detailed description of incident):

SQD5 responded to scene. SQD5 staged with command. Per command SQD5 instructed to board Airboat and assist with possible extrication of pt. SQD5 crew and one SJSO Boat operator boarded Airboat with Extrication equipment and Trauma bag. Airplane was located and Pt was extricated. Pt was transported from accident scene to R12 via Airboat and advanced care was provided. SQD5 crew assisted R12 with pt care. SQD5 crew and equipment deconned. Sqd5 available.

C. Conrad – 33103

Signatures:

☒ This incident report has been reviewed by me and is truthful and complete to the best of my knowledge.

Employee Name

Lt. Christopher Conrad

Employee Number

33103

☒ This incident report has been reviewed by me and is truthful, the proper investigation is being conducted and a report will be completed in Firehouse.

Supervisor Signature

Employee Number

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ST. JOHNS COUNTY FIRE RESCUE

Incident Reporting Form

Type of Incident

OTHER

Prepared By

Daniel Outley

CR # (if any)

22-00006331

Date of Incident

03/02/2022

Location Where Incident Occurred

St. Augustine Airport

Information (detailed description of incident):

I, Daniel Outley, responded to the scene of the plane crash at the St. Augustine airport on 3/2/22 at approximately 1700. That day I was assigned as the Engineer of Engine 12. When arriving to the run way of the airport, I was instructed to drive on the run way to search for the location of the plane crash. I drove E12 to the command staging area and was instructed to stage with E12 until instructed otherwise. The patient was transported to E12's location by airboat and I advised Command of the location of where the Pt. was being transported to. When the airboat arrived to E12's location, I helped assist the Pt. from the airboat to land and assisted with EMS care. I assisted other fire rescue crew with Pt. transfer to the ambulance by stretcher. After transferring the Pt. to the ambulance, E12 was released by command and I returned to station 12.

Daniel Outley 31689

Engineer EMT

Ref: CR# 22-00006331

Signatures:

☒ This incident report has been reviewed by me and is truthful and complete to the best of my knowledge.

Employee Name

Daniel Outley

Employee Number

31689

☒ This incident report has been reviewed by me and is truthful, the proper investigation is being conducted and a report will be completed in Firehouse.

Supervisor Signature

Employee Number

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ST. JOHNS COUNTY FIRE RESCUE

Incident Reporting Form

Type of Incident

OTHER

Prepared By

Daniel Power

CR # (if any)

22-00006331

Date of Incident

03/02/2022

Location Where Incident Occurred

St. Augustine Airport

Information (detailed description of incident):

On 3/2/22 at approximately 1700 I Daniel Power(MRO3) responded to Marine 12(Safe boat) for a possible Airplane crash in the marsh at St. Augustine Airport(CR# 22-00006331). MRO3 and MRO5(J. Watkins) responded from Vilano boat ramp in Marine 12 to the airport. Arrived on scene in the area and attempted to find location of crash. Due to low tides and draft of our response vessel we were unable to navigate to area where the plane was located. Marine 12 staged in the area for Patient medical transport while SJSO Airboats made contact with plane. Pt. was transported to Rescue units that were staged on the airport by SJSO airboats. Marine 12 was released from the call and went RTB available.

Daniel K. Power

Fire Rescue Lieutenant

Signatures:

☒ This incident report has been reviewed by me and is truthful and complete to the best of my knowledge.

Employee Name

Daniel Power

Employee Number

☒ This incident report has been reviewed by me and is truthful, the proper investigation is being conducted and a report will be completed in Firehouse.

Supervisor Signature

Employee Number

Instruction to save:

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ST. JOHNS COUNTY FIRE RESCUE

Incident Reporting Form

Date of Preparation April 1, 2022
Prepared by BC Edward F. Houston II
Location 392 Estrella Ave./St. Augustine Airport
CR# 22-00006331

Information:

Batt 1 was dispatched to the above listed location for an airport emergency. On arrival Batt 1 made contact with Incident Command (County 5). Batt 1 was instructed to attempt to gain access to the airboat located adjacent to the airport fire station. Batt 1 attempted to assist County 5 with access to the airboat. The structure was locked and access to the building was not achieved until a key holder arrived on scene. Batt 1 assisted SJSO Deputy with connecting the airboat trailer to his truck.

Batt 1 made contact with Incident Command and was instructed to relocate into the airport control tower to assist with coordination of services between airport resources and Fire Rescue resources. Batt 1 was released by Command after the incident was stabilized. Batt 1 went available.

Signatures:

Employee electronic signature: X ☐ This incident report has been reviewed by me and is truthful to the best of my knowledge. 21166 (employee identification number serves as electronic signature)

Supervisor name: ☐ This incident report has been reviewed by me. **Print name and number:**
(employee identification number serves as electronic signature)

Other signature: **Name**
Identification Number (serves as electronic signature)

Instructions to save:

This form will be saved in the CBC folder, locating the persons file on the appropriate shift.

1. Select "Save as" from the file menu
2. Go to shared drive and select the CBC folder; place in appropriate Incident Report folder or personnel folder.
3. Name the file -- IR-(subject matter)-month-day-year



ST. JOHNS COUNTY FIRE RESCUE

Incident Reporting Form

Type of Incident

OTHER

Prepared By

james carter

CR # (if any)

22-00006331

Date of Incident

Mar 2, 2022

Location Where Incident Occurred

st. Augustine Airport

Information (detailed description of incident):

E12 was dispatched to a level 2 airport emergency at the st Augustine Airport. upon arrival to the 4-S gate we were notified that it was upgraded to a level 3 emergency and that the plane had come down in the marsh off the runway. E12 was advised that there was another aircraft at the seaplane ramp and was to meet there to get further information about the location of the crash site. All crews were advised that the plane was down in the marsh just off the south end of the runway. E12 along with battalion 3 and other assisting crews were at the south end of the runway attempting to locate the down plane with binoculars. A good Samaritan called SJSO via PX saying they have located the down aircraft and was assisting all Marine units to navigate through the marsh to get to the designated site. The pilot was then extricated out of the plane and was brought in by the air boat were i was staging with all other units to assist with with patient care until i drove them (Rescue 12) into the ER.

Signatures:

☒ This incident report has been reviewed by me and is truthful and complete to the best of my knowledge.

Employee Name

james carter

Employee Number

34558

☒ This incident report has been reviewed by me and is truthful, the proper investigation is being conducted and a report will be completed in Firehouse.

Supervisor Signature

Employee Number

Instruction to save:

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ST. JOHNS COUNTY FIRE RESCUE

Incident Reporting Form

Date of Incident Mar 2, 2022

Prepared By Jason Burrell

CR # (if any) 22-00006331

Location Where Incident Occurred St. Augustine Airport

Type of Incident OTHER

Signatures:

☒ This incident report has been reviewed by me and is truthful and complete to the best of my knowledge.

Signature Field Jason Burrell Digitally signed by Jason Burrell
Date: 2022.04.04 11:54:18 -04'00'

Employee Number 32224

☐ This incident report has been reviewed by me and is truthful, the proper investigation is being conducted and a report will be completed in Firehouse.

Signature Field

Employee Number

Instruction to save:

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Information (detailed description of incident):

CR#22-00006331
3/2/2022

Dispatched to poss. airport level 2 emergency at the St. Augustine Airport. En route FR Communications Center advised upgraded level 3 plane had landed in the marsh area. E12 arrived on scene and made access through the gate on Estrella Ave. using the Knox gate key. Upon approach to the tower E12 made contact via radio with the tower that advised the airport was shut down to air traffic and we could move around the runway as needed. Tower stated someone would show us the area the plane went down in, this was a plane that was in the area of the sea plane ramp, E12 proceeded to this location and attempted to locate the plane that was down. Once at the sea plane ramp E12 personnel made contact with SJSO officer that advised she had made contact with a Good Samaritan boat, they would assist with the search, the boat owner also provided a cell px number. At this time updated information coming in from the tower stating the pilot advised the tower via radio they were by markers in the marsh area, these markers are located on the southern end of the runway. E12 relocated to this location and worked with Batt. 3 (Operations) attempting to locate the plane using binoculars. SJSO officer advised she had the Good Samaritan via px that had also located the plane, E12 officer stayed on the px with Good Samaritan working with Operations to help marine units navigate to the downed plane. Once pilot was extricated from plane E12 officer and Batt.3 (Operations) proceeded to the sea plane ramp to assist with pt. care. En route to the sea plane ramp the pt. was brought to the south end of the runway, units returned to this location to assist with pt. care. E12 crew assisted R12 personnel with pt. care until R12 went en route to the ER. E12 assisted crews with clean up, and was then released by command.



ST. JOHNS COUNTY FIRE RESCUE

Incident Reporting Form

Type of Incident

OTHER

Prepared By

Lt Townsend

CR # (if any)

22-00006331

Date of Incident

Mar 2, 2022

Location Where Incident Occurred

392 Estrella Ave

Information (detailed description of incident):

Arrived on scene. Staged at the end of runway. When the pt arrived on land, we assisted personnel with pt care. E15 returned to service.

Signatures:

☒ This incident report has been reviewed by me and is truthful and complete to the best of my knowledge.

Employee Name Jason Townsend

Employee Number

32368

☒ This incident report has been reviewed by me and is truthful, the proper investigation is being conducted and a report will be completed in Firehouse.

Supervisor Signature Edward F. Houston II

Digitally signed by Edward F. Houston II
Date: 2022.04.04 21:25:18 -04'00'

Employee Number

21166

Instruction to save:

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ST. JOHNS COUNTY FIRE RESCUE

Incident Reporting Form

Type of Incident	OTHER	Prepared By	Jeff Mrwik
CR # (if any)	22-00006331	Date of Incident	03/02/2022
Location Where Incident Occurred	St. Augustine Airport		

Information (detailed description of incident):

CR22-000006331 – 320 Estrella Ave – 3/3/22

I responded as TRAINING3 after units were initially dispatched for a Level 3 Airport Emergency, plane crash. I used the "Self-Dispatch" button on MDT due to radio traffic and responded from Fire Rescue Administration. I gained entry to the Airport Property through the access gate on Estrella Ave, following County5's vehicle in. Contact was made with County5 as he was establishing COMMAND. County5 directed me to report to the Sea Plane ramp for assisting with moving equipment or personnel with my light-duty pickup truck. Tower confirmed all responding units had freedom to move on all runways and taxiways. Upon arrival at the Sea Plane ramp I met with Battalion3 who was assigned OPERATIONS and E12. An attempt was made to locate the downed aircraft from atop E12's roof with binoculars. As more information became available, I moved to the Southeast end of the runway with OPERATIONS, E12, and R12 as well as SJSO. I was able to locate the aircraft via use of binoculars while standing at the end of the runway. I was able to visualize what appeared to be a narrow black piece of material protruding up from the marsh grass. I spent the remainder of the operations located at the end of the runway watching units on the airboats make contact with the downed aircraft and removed the patient. The patient was moved by airboat the end of the runway where I assisted with patient care prior to crews loading patient into R12 for transport to the hospital. I assisted with equipment clean up and shuttling of personnel to apparatus at the Sea Plane ramp. I was released by command and returned to service. – J. Mrwik, 31597

Signatures:

☒ This incident report has been reviewed by me and is truthful and complete to the best of my knowledge.

Employee Name	Jeff Mrwik	Employee Number	31597
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☒ This incident report has been reviewed by me and is truthful, the proper investigation is being conducted and a report will be completed in Firehouse.

Supervisor Signature		Employee Number	
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ST. JOHNS COUNTY FIRE RESCUE

Incident Reporting Form

Type of Incident

OTHER

Prepared By

Jeremy Watkins

CR # (if any)

22-00006331

Date of Incident

03/02/2022

Location Where Incident Occurred

St. Augustine Airport

Information (detailed description of incident):

On 3/2/22 at approximately 1700 I Eng. Jeremy Watkins (MRO3) responded to Marine 12 (Safe boat) for a possible Airplane crash in the marsh at St. Augustine Airport (CR# 22-00006331). Lt. Dan Power (MRO3) and myself responded from Vilano boat ramp in Marine 12 to the airport. Upon arrival in the area, attempted to find location of crash site. Due to low tides and draft of our response vessel we were unable to navigate to the area where the plane was located. Marine 12 staged in the area for Patient medical transport while SJSO on Airboats made contact with plane. Pt. was transported to the Rescue unit that was staged at the airport by SJSO airboats. Marine 12 was released from the call and went available.

Very respectfully,

Jeremy Watkins
Engineer, Marine Rescue
St. Johns County Fire Rescue
St. Johns County Board of County Commissioners
3657 Gaines Road, St. Augustine, FL 32084

www.sjcfi.us

Signatures:

☒ This incident report has been reviewed by me and is truthful and complete to the best of my knowledge.

Employee Name

Jeremy Watkins

Employee Number

☒ This incident report has been reviewed by me and is truthful, the proper investigation is being conducted and a report will be completed in Firehouse.

Supervisor Signature

Employee Number

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ST. JOHNS COUNTY FIRE RESCUE

Incident Reporting Form

Type of Incident

OTHER

Prepared By

Josh Billini

CR # (if any)

22-00006331

Date of Incident

03/02/2022

Location Where Incident Occurred

St. Augustine Airport

Information (detailed description of incident):

On 3/2/22 at approximately 1700 Marine Ops 4 (MRO4) was dispatched to the area of the airport for a possible plane crash in the marsh. MRO4 was north bound on A1A in the area of the north Guana beach access at time of dispatch. MRO4 responded to Aunt Kate's boat ramp to operate River Boat 9 (RB9) with the crew from Marine Rescue 9 (MR9). Upon arrival, MR9 crew was launching RB9 from the boat ramp. MRO4 boarded RB9 and went underway with three total personnel to the area of the airport basin. Engine 9 engineer remained at the boat ramp with Engine 9 and MR9 (truck). Upon arriving at the scene, RB9 was advised to attempt to make access into the marsh and locate the aircraft. RB9 attempted to make access into the creek that would lead to the approximate location of the downed aircraft but immediately began to hit bottom due to low tide and multiple oyster beds in the area. RB9 attempted to make entry again at a different creek entrance but again struck bottom. RB9 again attempted to gain access at the original creek mouth and was able to make some progress due to incoming tide. Due to water depth and other natural obstructions RB9 operator (MRO4) was required to operate at low speeds in order to not become completely stuck or strike an object resulting in possible damage and injury to crew. At this time, command advised that an airboat was being launched to make access. During the response of the airboat, RB9 continued to try to make progress through the marsh to the aircraft. Once the airboat made contact with the patient and crews began extrication procedures, RB9 stood by to possibly receive the patient for care and transport to a rescue unit (ambulance). Command advised the airboat to proceed directly to the sea plane ramp to transfer the patient to the care of rescue. RB9 exited the marsh and reported to the mouth of the airport basin where Marine 12 and Marine 49 were staging. Once patient was transferred to rescue and no further hazards were noted for marine units to mitigate, RB9 returned the Aunt Kate's boat ramp. RB9 was removed was the water with full crew and no injuries or damage noted and MRO4 and MR9 were placed back in service.

Lieutenant Josh Billini (Marine Ops 4)
33337

Signatures:

☒ This incident report has been reviewed by me and is truthful and complete to the best of my knowledge.

Employee Name Josh Billini

Employee Number

33337

☒ This incident report has been reviewed by me and is truthful, the proper investigation is being conducted and a report will be completed in Firehouse.

Supervisor Signature

Employee Number

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ST. JOHNS COUNTY FIRE RESCUE

Incident Reporting Form

Type of Incident

OTHER

Prepared By

Justin Estes

CR # (if any)

22-00006331

Date of Incident

03/02/2022

Location Where Incident Occurred

St. Augustine Airport

Information (detailed description of incident):

CR 22-0006331

Lt. Estes R12

R12 responded to the St. Augustine Airport for a possible airplane crash on 03/02/22. Upon R12'S arrival we went to the south end of the runway to try and locate a plane down in the marsh. After arrival of other units, R12 crew was reserved for patient care. R12 was moved to the boat ramp to await arrival of pt. Personnel from boat crew arrived at the south end of runway with patient, R12 was moved back to south end of runway to pick up the patient. Treatment had been initiated prior to patient contact, and was continued with SJCFR crew and 1 member from Trauma one while enroute to Flagler ED where care was transferred. See R12 PCR for further documentation/ information regarding patient care and utilization of advanced life support services.

Signatures:

☒ This incident report has been reviewed by me and is truthful and complete to the best of my knowledge.

Employee Name

Justin Estes

Employee Number

☒ This incident report has been reviewed by me and is truthful, the proper investigation is being conducted and a report will be completed in Firehouse.

Supervisor Signature

Employee Number

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ST. JOHNS COUNTY FIRE RESCUE

Incident Reporting Form

Type of Incident

OTHER

Prepared By

Katie Jervey

CR # (if any)

22-00006331

Date of Incident

03/02/2022

Location Where Incident Occurred

St. Augustine Airport

Information (detailed description of incident):

In reference to the plane crash that happened on 3/2/22 at approximately 1700, CR# 22-00006331, I worked the tactical channel handling all radio traffic on scene from the beginning of the incident until the end of my shift at 1800 hours. I updated cad and relayed information from the units on scene as well as the tower at the airport.

Katie Jervey

Signatures:

☒ This incident report has been reviewed by me and is truthful and complete to the best of my knowledge.

Employee Name

Katie Jervey

Employee Number

☒ This incident report has been reviewed by me and is truthful, the proper investigation is being conducted and a report will be completed in Firehouse.

Supervisor Signature

Employee Number

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ST. JOHNS COUNTY FIRE RESCUE

Incident Reporting Form

Type of Incident

OTHER

Prepared By

Lindsey Rollins

CR # (if any)

22-00006331

Date of Incident

03/02/2022

Location Where Incident Occurred

St. Augustine Airport

Information (detailed description of incident):

I Lindsey Rollins received a 911 call on 3/2/2022 at 1700 from 392 Estrella Av. the St. Augustine Airport. The tower advising of an Airport Level 2. The tower advised 1 soul on board with smoke showing in the cockpit and advised the plane was an Extra single person airplane. The call was immediately created and dispatched. Moments later I received a second 911 call from the St. Augustine Tower reporting that the plane had crashed in the marsh at the south end of runway 13.

Signatures:

☒ This incident report has been reviewed by me and is truthful and complete to the best of my knowledge.

Employee Name

Lindsey Rollins

Employee Number

☒ This incident report has been reviewed by me and is truthful, the proper investigation is being conducted and a report will be completed in Firehouse.

Supervisor Signature

Employee Number

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ST. JOHNS COUNTY FIRE RESCUE

Incident Reporting Form

Type of Incident

OTHER

Prepared By

Nicholas Walker

CR # (if any)

22-00006331

Date of Incident

03/02/2022

Location Where Incident Occurred

St. Augustine Airport

Information (detailed description of incident):

R12 responded to an aircraft emergency at the St. Augustine Airport on 03/02/2022. I, Nicholas Walker was assigned to R12 as the Engineer/Paramedic. Upon R12's arrival our unit drove down to the south side of the runway to attempt to locate the patient's crash site. After other units arrived on scene R12 was assigned to stage as patient care for the arrival of the pt. R12 was moved to the airport boat ramp while waiting for the pt. Crews that were on the boat arrived at the south side of the runway with the patient and R12 went back to pick up the patient. Treatment by the boat crew had been initiated prior to R12 making patient contact, and was continued by R12 crew and a member from Trauma One while en-route to Flagler Hospital where the patient was left in the care of the ER staff. See R12 PCR for all documentation in regards to the patient care and interventions provided by R12 crew and all of SJCFR personnel.

Nicholas Walker
34380
FF/Medic

Signatures:

☒ This incident report has been reviewed by me and is truthful and complete to the best of my knowledge.

Employee Name

Nicholas Walker

Employee Number

34380

☒ This incident report has been reviewed by me and is truthful, the proper investigation is being conducted and a report will be completed in Firehouse.

Supervisor Signature

Employee Number

Instruction to save:

DO NOT save to shared directory. Follow steps below:

1. Select File> Click Save As > click **My Documents** > enter name as follows:

a. IR-your name-month-day-year

2. A recommended copy Save to your My Document folder.

3. Next, select File > click Send to > click Mail Recipient (as attachment)> e-mail to appropriate Battalion Chief or Captain, port as being complete than save it to the appropriate CBC Folder, conduct the investigation, then notify the Fire Rescue Risk Management Group via e-mail.



ST. JOHNS COUNTY FIRE RESCUE

Incident Reporting Form

Date of Incident

Prepared By

CR # (if any)

Location Where Incident Occurred

Type of Incident

Signatures:

☒ This incident report has been reviewed by me and is truthful and complete to the best of my knowledge.

Signature Field Digitally signed by William Roger Senior
Date: 2022.04.04 22:07:22 -04'00'

Employee Number

☐ This incident report has been reviewed by me and is truthful, the proper investigation is being conducted and a report will be completed in Firehouse.

Signature Field

Employee Number

Instruction to save:

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Information (detailed description of incident):

On said date E15 responded to said location for a plane crash. Per IC he instructed my unit to stage at the end of the runway closest to the crash. I drove E15 to stated location and stood by with my apparatus until released by command.



ST. JOHNS COUNTY FIRE RESCUE

Incident Reporting Form

Type of Incident

OTHER

Prepared By

Sean Carlos

CR # (if any)

22-00006331

Date of Incident

03/02/2022

Location Where Incident Occurred

St. Augustine Airport

Information (detailed description of incident):

I was assigned to Engine 9/ Marine rescue 9 for the shift. As a marine technician level operator, I am responsible for launching and or operating the marine vessel at the station. Upon dispatch of the marine rescue assignment for the airport emergency. The crew and I hooked up river boat 9 to the marine rescue pickup truck. I drove the marine rescue truck to the location of the Usina boat ramp located off of Euclid Ave. There, my crew and I prepped the vessel for launch. I was the operator of the vessel, and I backed the boat off of the trailer in the water, and docked the boat at the nearest dock to get the remainder of the crew. At that time Josh Billini, a marine rescue Lieutenant arrived on scene at the boat ramp to help with the call. Upon a quick discussion, the Lieutenant took control of the vessel as the operator and I assumed the role of deck hand. The river boat responded to the general area just east of the airport with Marine 49 to get an assignment from command. Command did not have a direct visual on the plane, but was told of the general area of which the aircraft crashed. Command advised us on river boat 9 to try the nearest creek south of our current location. Upon coming up to the entrance of the creek, river boat 9 attempted to make access. Our first approach was unsuccessful due to the shallow water. The boat started to run aground. River boat 9 attempted a second approach trying to find deeper water to access the creek, which was also unsuccessful due to shallow water. The operator tilted the motor up as far as he could to get passed the entrance of the creek with no success. Upon further assessment from the operator and myself, we were not able to find a way to get into the creek. Command was advised of the situation and that we were not able to make access at that time. River boat then relocated to the original staging location. River boat 9 attempted to make access in the creek immediate south of the runaway. After getting as far into the creek as possible, the boat was again running aground. At that time the 1st airboat was following us to make entrance with no success. River boat 9 left that creek and attempted to head south to find another way into the marsh. River boat 9 was able to make access into the creek that command named. After navigating the creek, the airboat was on scene and was attempting extrication. River boat 9 did not make it on scene to the plane site because at that time the airboat stated they had the patient and started their way back to the airport. River boat 9 then went back to our initial staging location. After several minute's river boat 9 was released from the call by command and headed back to the boat ramp for removal from the water. For further information please refer the RMS and ePCR reports for CR# 22-00006331.

Sean Carlos FF/PM 34254

Signatures:

☒ This incident report has been reviewed by me and is truthful and complete to the best of my knowledge.

Employee Name

Sean Carlos

Employee Number

34254

☒ This incident report has been reviewed by me and is truthful, the proper investigation is being conducted and a report will be completed in Firehouse.

Supervisor Signature

Employee Number

Instruction to save:

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ST. JOHNS COUNTY FIRE RESCUE

Incident Reporting Form

Type of Incident

OTHER

Prepared By

Sebastian Correa

CR # (if any)

CR# 22-00006331

Date of Incident

03/22/2022

Location Where Incident Occurred

Northeast Florida Regional Airport

Information (detailed description of incident):

ngine 12 was dispatched to Northeast Florida Regional Airport for a plane crash incident. Upon arrival, I was told by FF James Carter to be on standby near E12 until further notice. When they brought the patient towards land, I approached the scene where Lt. Conrad was performing CPR and was told by Lt. Mrwik to assume compressions until the deployment of the LUCAS device. I then assisted placing the patient onto the stretcher and into the rescue.

Signatures:

☒ This incident report has been reviewed by me and is truthful and complete to the best of my knowledge.

Employee Name

Sebastian Correa

Employee Number

34720

☐ This incident report has been reviewed by me and is truthful, the proper investigation is being conducted and a report will be completed in Firehouse.

Supervisor Signature

Employee Number

Instruction to save:

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ST. JOHNS COUNTY FIRE RESCUE

Incident Reporting Form

Type of Incident

OTHER

Prepared By

Taylor Langford

CR # (if any)

22-00006331

Date of Incident

03/02/2022

Location Where Incident Occurred

St. Augustine Airport

Information (detailed description of incident):

On 03/02/22 I was dispatched to a Level 2 airport emergency at the St. Augustine Regional Airport. Enroute, dispatch advised the call has been upgraded to a Level 3 emergency. I entered the airport using the Estrella entrance which was open and operated by an airport official awaiting for Fire Rescue's arrival. St. Augustine Airport Tower dispatch advised airport is closed down and all runways and taxi ways are open for fire rescue personnel to drive freely.

I arrived per command's instruction to the Southeast corner of Runway 31. My assignment was to standby awaiting for units on scene in the event that they would need my water supply or assistance with patient medical care. While on scene I was not able to see the airplane from my position on land. I did not have contact with the patient. I was released by command from the call to cover zone 15.

Engineer Taylor Langford

Tanker 15

03/31/22

Signatures:

☒ This incident report has been reviewed by me and is truthful and complete to the best of my knowledge.

Employee Name

Taylor Langford

Employee Number

☒ This incident report has been reviewed by me and is truthful, the proper investigation is being conducted and a report will be completed in Firehouse.

Supervisor Signature

Employee Number

Instruction to save:

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St. Augustine FCT, Northeast Florida Regional Airport Authority, St. Johns County Fire-Rescue and Northrop Grumman St. Augustine

LETTER OF AGREEMENT

EFFECTIVE: September 1, 2018

SUBJ: Northeast Florida Regional Airport Emergency Procedures and Equipment Exchange

1. **PURPOSE:** This agreement between St. Augustine Air Traffic Control Tower (herein called "Tower"), St. Augustine - St. Johns County Airport Authority, St. Johns County Fire-Rescue (SJCFR) and Northrop Grumman St. Augustine Airport Rescue Fire Fighting (herein called Northrop Grumman ARFF) prescribes procedures to be utilized in the event of an accident, emergency, potential emergency, and the exchange of equipment on or in the vicinity of Northeast Florida Regional Airport and in the boundaries of St. Johns County.
2. **CANCELLATION:** This letter of agreement (LOA) cancels the previous St. Augustine Airport Operations LOA dated June 20, 2016.
3. **SCOPE:** The procedures outlined herein are for expediting the response of rescue vehicles to the scene of a potential or actual aircraft accident during the hours when the St. Augustine Control Tower is operational (7 AM to 9 PM), and the exchange and use of equipment between the agencies.
4. **RESPONSIBILITIES:** The respective parties of this agreement shall ensure their personnel comply with the contents of this agreement. SJCFR provides overall fire protection for the Northeast Florida Regional Airport. Northeast Florida Regional Airport ARFF (herein called NFRA) provides initial response for commercial air carrier operations. Northrop Grumman ARFF has unique contractual requirements for specific aircraft and will augment the SJCFR and NFRA ARFF when responding to an aircraft incident/accident.
5. **ALERT CONDITIONS:**
 - a. *ALERT I.* A potential emergency of a minor mechanical problem exists. This ALERT is to notify the SJCFR Communications Center of a potential emergency and to be prepared for dispatch at a later time. It is not intended that dispatch to standby positions on the airport movement area begin until the ALERT is upgraded to a higher level.
 - b. *ALERT II.* A potential emergency exists. Immediately dispatch rescue vehicles to the designated standby location on the airport, per the attached airport diagram.
 - c. *ALERT III.* Requires the immediate dispatch of equipment for an accident/emergency to the to the accident site in order to commence firefighting and/or rescue operations. Upon declaration of an Alert III, the airport is automatically closed to all aircraft and non-emergency operations until reopened by the On Scene Commander or Director of Aviation/designee.

St. Augustine FCT, Northeast Florida Regional Airport Authority, St. Johns County Fire-Rescue and Northrop Grumman St. Augustine

6. PROCEDURES:

a. Tower will:

- i. Notify the SJCFR via speed dial (911) for all potential or actual aircraft emergencies with the information listed on page A-6 and ask for 800 MHz radio tactical channel assignment.
- ii. Notify NFRA, during commercial service, via ground control frequency for all potential or actual aircraft emergencies with the information listed on page A-6 and relay 800 MHz radio tactical channel assignment, once assigned.
- iii. Notify Airport Authority and relay 800 MHz radio tactical channel assignment.
- iv. Monitor the SJCFR 800 MHz radio tactical channel upon initiating an Alert condition.
- v. Clear rescue vehicles via the 800 MHz radio tactical channel as appropriate.
- vi. Provide updates to "Airport Command" via the 800 MHz radio tactical channel.

Note: (1) and (2) may be reversed in order depending on actual Alert situation (i.e. Alert III without Alert II step up would necessitate NFRA call first, then 911

b. SJCFR will:

- i. During the 911 call, dispatch will advise the Tower to switch to channel _____ on the 800MHz radio
- ii. Upon entering the airport property through gate 4-S, establish communications via the 800 MHz radio with Tower by identifying themselves as "Airport Command".
- iii. Preposition rescue vehicles on Foxtrot Taxiway.
- iv. When directed by the Tower, proceed to the emergency aircraft.
- v. Report when entering and exiting all movement areas to include runways.

c. Northrop Grumman ARFF will:

- i. Coordinate with Airport Command.
- ii. Request and receive approval from the Tower via ground control frequency

St. Augustine FCT, Northeast Florida Regional Airport Authority, St. Johns County Fire-Rescue and Northrop Grumman St. Augustine

prior to entering the movement area.

- iii. Preposition ARFF vehicles.
- iv. When directed by the Tower, proceed to the emergency aircraft.
- v. Report when entering and exiting all movement areas to include runways.
- vi. When emergency has been contained escort Northrop Grumman Security to site as applicable (NG Aircraft) for securing of classified material.

d. NFRA will:

- i. Coordinate with Airport Command.
 - ii. Request and receive approval from the Tower via ground control frequency, unless incident is assigned to the SJCFR 800 MHz radio tactical channel, prior to entering the movement area.
 - iii. Preposition NFRA vehicle(s).
 - iv. When directed by the Tower, proceed to the emergency aircraft.
 - v. Report when entering and exiting all movement areas to include runways
- e. The runways will be considered open and operational unless the Airport Authority coordinates with Tower and closes the airport or the Tower initiates an Alert III.
- f. Should additional equipment be required, the responding equipment shall not enter the movement area (runways/taxiways) without an Airport authority approved escort and Tower authorization unless the airport movement areas remain closed. The intent here is to avoid situations where vehicles enter an area that could possibly interfere with other aircraft operations
- g. *Classified Material:* Many aircraft assigned to Northrop Grumman St Augustine contain government classified material. Once any emergency involving such aircraft has been contained or secured safe, Northrop Grumman Security must have immediate access to the aircraft to secure all classified material. Classified equipment is to be retrieved only at the direction of the NGC St Augustine Site Security Manager. *Note: Securing of classified may require or include cleared guards or mechanics for removal of equipment.*
- h. *Alert Termination.* Upon notification of an Alert Termination, Airport Command will inform others and return to home station. *Note: Airport Command, Aircraft Operator/Pilot in Command, or the Tower may terminate an Alert condition. Airport not reopened until declared opened by the Director of Aviation/designee.*

St. Augustine FCT, Northeast Florida Regional Airport Authority, St. Johns County Fire-Rescue and Northrop Grumman St. Augustine

7. **BOMB THREAT AGAINST AIRCRAFT:** Should a bomb threat be made against an aircraft, the Tower will notify SJCFR via speed dial (911). The Tower will direct target aircraft to the southern end of Taxiway Alpha. If the pilot attempts to park anywhere other than the southern end of Taxiway Alpha, update Airport Command immediately

8. MISCELLANEOUS:

- a. *Daily Line Check.* The Tower will perform a daily line check of 911 between 0645 AM to 0700 AM as part of the daily Watch Checklist.
- b. *Communications Failure.* In the event of communication failure, all vehicles shall exit the runway immediately if they see the runway lights flashing.
- c. *Tower Phone Line Inoperative.* In the event the tower phone line is inoperative, Tower will initiate Alert procedures via the SJCFR 800 MHz radio on channel A1 and then change to the appropriate channel assigned by Dispatch.
- d. *Contingency Review.* All parties of this agreement shall meet annually to discuss contingency activities to include access to the airport and to the control tower. This may be conducted in conjunction with an annual alert exercise, tower evacuation exercise or familiarization tour.

9. EQUIPMNT USE

- a. The NFRA possesses resources that are not available to SJCFR. In particular, an Airboat and Aircraft Rescue Fire Fighting Firefighting apparatus. This Airboat is capable of traversing shallow water marine environments in a wide range of conditions. It is capable of carrying SJCFR personnel who can enter the water and mitigate marine rescue incidents.
- b. Additionally, all SJCFR Marine Rescue Technicians and Specialists are issued proper personal protective equipment (PPE) to deploy in marine environments. Select SJCFR employees have been trained and hold the required certifications to pilot the NFRA Airboat.
- c. The NFRA possesses specialized Aircraft Rescue Firefighting Apparatus (ARFF) capable of extinguishing large class B fires. Select SJCFR employees have been trained and hold the required certifications to operate the NFRA ARFF equipment.
- d. In addition, all other mutually agreed upon equipment use shall fall under the guidance of this MOU.
- e. SJCFR and NFRA both understand that in the request for equipment or operators that the individual assigned to operate the equipment must be fully trained on the operation of and recognizes the hazards of the equipment. Each party is responsible for and agrees to hold each other harmless for all liability, losses, damages, costs or expenses which arise out of the negligent act or omission of the equipment user while acting in the course of their

St. Augustine FCT, Northeast Florida Regional Airport Authority, St. Johns County Fire-Rescue and Northrop Grumman St. Augustine

involvement with the above mentioned agreement.

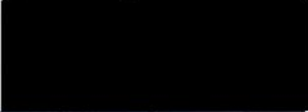
- f. The foregoing shall not operate as a waiver by SCJFR of the limitations of liability set forth in Section 768.28, Florida Statutes, nor shall it operate as a waiver of SJCFR's sovereign immunity.
 - g. The borrower of the equipment will be responsible for the incurred cost of expendable items such as operating fuel and firefighting foam. The borrowed equipment must be returned to the owner in the condition it was received. The borrower is responsible for all reasonable repairs including parts and labor should malfunction or damage occur during the borrowing period. Inspection of equipment is encouraged before taking possession.
 - h. The request for equipment and/or operators shall follow a rigid process. All requests from the NFRA to SJCFR shall be accomplished through the existing letter of agreement. All requests from SJCFR to the NFRA shall be initiated by the requesting Incident Commander through the SJCFR Communications Center. At no point shall this equipment be released from the NFRA property for use when it is in conflict with the NFRA's requirement under the *Federal Aviation Administration Part 139 Airport Certification*. The Communications Center shall contact the NFRA Operations Manager or the Executive Director for verbal permission and specific directions pertaining to the request.
10. In accordance with 42 U.S.C. § 1856a (a), each party to this agreement waives all claims against the other party that the first party may have for compensation for any loss, damage, personal injury or death occurring in consequences of the performance of this agreement
11. **DEVIATIONS:** Deviations to this agreement will only be approved by the respective parties of this agreement after clear communication has been effected stating the nature of the exception and clearly defining responsibilities.

12. ATTACHMENTS:

- a. A-5 Airport Diagram
- b. A-6 Alert Checklist

St. Augustine FCT, Northeast Florida Regional Airport Authority, St. Johns County Fire-Rescue and Northrop Grumman St. Augustine


Air Traffic Manager, Tamara R. (Tammy) Albin, St. Augustine (SGJ) FCT

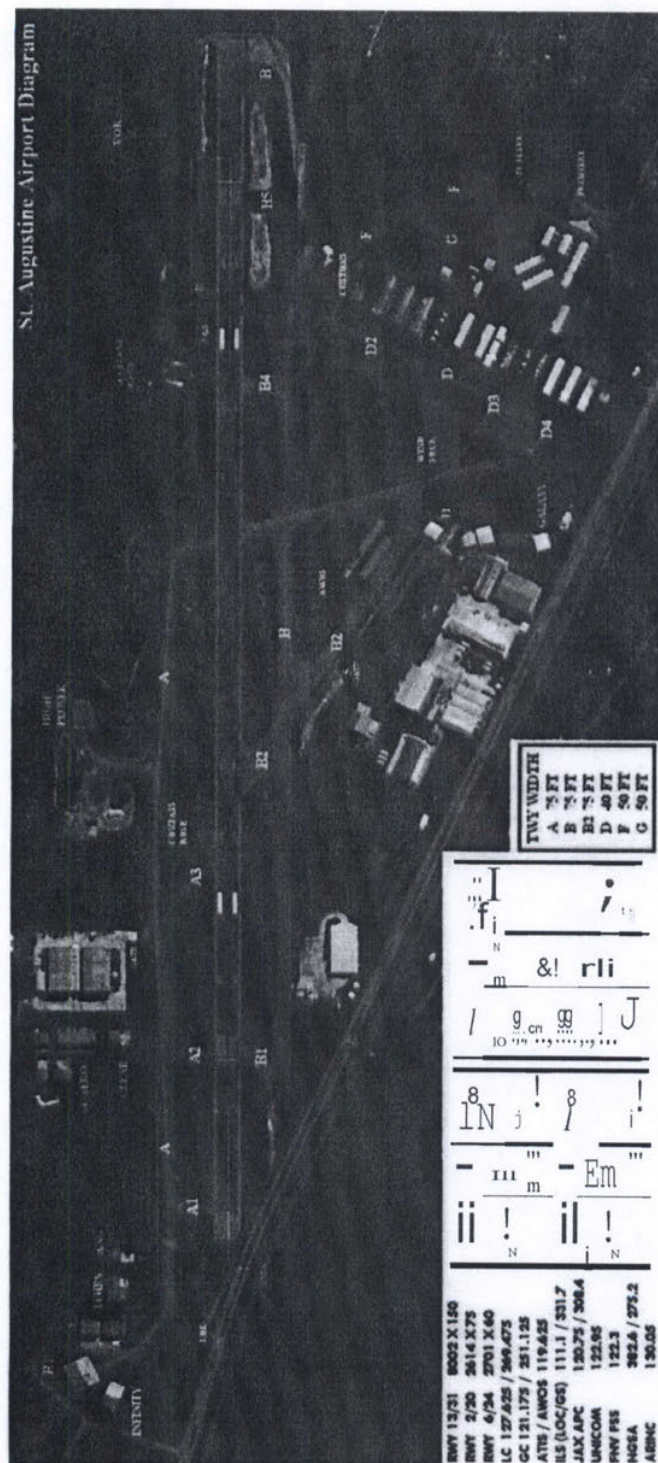

Fire Chief, Jeff Prevatt, St. Johns County Fire Rescue


Manager Flight Test, Daniel T. Nehring, Northrop-Grumman


Executive Director, Edward R. Wuellner, St. Augustine - St. Johns County Airport Authority

Attachments: A-6 Airport Diagram
A-7 Alert Checklist

St. Augustine FCT, Northeast Florida Regional Airport Authority, St. Johns County Fire-Rescue and Northrop Grumman St. Augustine



St. Augustine FCT, Northeast Florida Regional Airport Authority, St. Johns County Fire-Rescue and Northrop Grumman St. Augustine

ALERT CHECKLIST

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3. *ALERT III* Requires the immediate dispatch of equipment for an accident/emergency to the to the accident site in order to commence firefighting and/or rescue operations. Upon declaration of an Alert III, the airport is automatically closed to all aircraft and non-emergency operations until reopened by Airport Authority/designee
4. Whenever deemed necessary, Tower controllers will initiate an Alert Condition via the speed dial (911) with the following information:
 - a. Alert Condition. _____
 - b. Aircraft Call Sign. _____
 - c. Type Aircraft. _____
 - d. Nature of Emergency. _____
 - e. Number of personnel on board. _____
 - f. Fuel Status. _____
 - g. Armament, if any. _____
 - h. Pilot's intentions... Landing runway. _____
 - i. Estimated Time of Arrival. _____
 - j. Wind. _____
5. Update the Daily Events Log as necessary.