

Complete all applicable fields

**CHARLES M. SCHULZ - SONOMA COUNTY AIRPORT
INCIDENT REPORT FORM**

Date & Time of Incident **09/05/2023
21:05**

1

Part 1

Type of Incident **Other**

If Medical, complete Part 2. If not, skip to Part 4.

Part 2

Was EMS called?

☐

Yes

☒

No

Was First Aid given?

☐

Yes

☒

No

If yes, complete Part 3

Was First Aid refused?

If yes, complete Part 3

☒

Yes

☐

No

Part 3

First Aid administered or refusal description

Pilot was uninjured and refused medical care.

Part 4

Persons Involved - Fill in appropriate fields. Add additional pages, if needed

Name -

James Carroll

Badge # -

(if applicable)

Address -

Phone # -

Company -

Unknown

Hangar -

Skid row shades.

Part 5

Incident Description

Location of Incident

Cessna 210 N2210R on runway 32 at A4.

Description

At approximately 9:00 pm I was working alone as the Aircraft Rescue Firefighter and just finished my wildlife runway inspection for the inbound Alaska Airlines flight 3432 from Santa Ana when at 9:05 pm a Cessna 210 landed wheels up on runway 32 sliding approximately 60 yards on its belly coming to a stop just short of the taxiway Alpha 4 turn off. Behind the Cessna at approximately 3 to 5 miles was the Alaska flight that was also landing on runway 32. I radioed the pilots telling them to "go around" due to an aircraft crash on runway 32 and that the runway was closed. The Alaska crew acknowledged the closed runway and executed a missed approach safely over flying the airport. At this time pilot James Carroll of the Cessna 210 called me on the airport duty phone to advise that he was uninjured and needed help getting his aircraft off the runway. I had observed the wheels up landing by Mr. Carroll from the ramp at spot 1 and responded to him in airport operations vehicle 41 asking him if he was alright, which he acknowledged he was and I asked him if the master power switch and fuel selector were off, and he confirmed they were off. I had my portable ATCT radio on and tuned to the CTAF frequency of 118.5 to monitor and communicate with any potential aircraft threats while contacting airport operations supervisor Dan Carls to start calling in operations reinforcements. During this call I walked around the aircraft looking for any potential fire / hazmat threats such as fuel, oil, or hydraulic fluid and found none. I contacted the NTSB and sent pictures of the aircraft to investigator Elliott Simpson (310-692-5680) who granted permission to recover the aircraft. Also contacted was the NOTAM Manager to close the runway, OAK CTR, FAA ROC, and Alaska Airlines operations. The phone rang incessantly by these agencies during the initial start of this accident. Supervisor Carls, Lead Stinson, and OPS Moher arrived on site to coordinate aircraft removal and runway clean up operations. Precision Crane lifted the 210 up and extended the landing gear, then towed the aircraft to Prop Jet. A special runway inspection was performed and at approximately 11:20 pm runway 32/14 was reopened. I called NOTAM Manager to cancel our closure number STS-09003 and all previously aforementioned agencies of our reopening. Alaska flight 3432 arrived from SFO at approximately 12:40 am without incident.

Witnesses - Fill in appropriate fields. Add additional pages, if needed

Name -

Address -

Phone # -

Part 7

Completed By

Signature

Title

Date

**PLEASE RETURN COMPLETED FORM TO YOUR SUPERVISOR OR THE AIRPORT SECURITY CLERK
(DEPENDING ON TYPE OF INCIDENT)**
