

Formal Statement
By
Captain David Wilson
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The flight crew operated a scheduled revenue flight (#262) from LGB airport to SMF airport as the first leg of a one-day pairing. The FO was the Pilot Flying, and the CA was the Pilot Monitoring for this flight. The flight departed late from LGB due to the aircraft's prior late arrival from SFO. The flight crew took off from LGB airport at approximately 11:40 hours and the flight operated uneventfully all the way to SMF airport.

The arrival into SMF was planned for a landing on runway 16R and weather conditions were excellent with no significant issues or operating limitations. The flight was cleared for a visual approach while passing 5000 MSL on the downwind leg west of the airport. The flight crew configured the aircraft normally and rolled out on an approximate 7 mile final, and was fully configured at approximately 1500 AGL. The tower cleared the aircraft for landing and reported winds at 150 @ 12 knots. The FO made a normal landing at approximately 1500 feet past the runway threshold on centerline.

Upon main gear touchdown the aircraft immediately began a rapid deceleration and moderate airframe buffet was felt by both pilots. The FO attempted to lower the aircraft nose normally, but was unable to control the de-rotation rate, which resulted in a hard nose gear touchdown. The FO stated that the aircraft felt like a main gear tire had blown out, and at that time the CA took back control of the aircraft. At about this same time the tower called out to the flight crew that they observed smoke and sparks coming from underneath the aircraft. The aircraft continued to slow down very quickly and it was eventually stopped abeam taxiway A8, approximately 4000 ft from the runway threshold. The CA set the aircraft parking brake and called the flight attendants to their stations per SOP, and then directed the FO to run the ground evacuation QRC. The checklist was accomplished up to the evacuation decision point, upon where the CA queried the tower again to confirm the status of the aircraft smoke and fire. The tower confirmed that there was still smoke and fire emanating from the aircraft undercarriage. The CA then advised the FO and Tower that he would initiate an emergency ground evacuation on the runway and to have the fire department trucks respond to the aircraft's location.

The evacuation command was ordered per SOP and inflight crewmembers evacuated the entire cabin in under two minutes. Upon completion of the ground evacuation QRC, the FO left the flightdeck and exited the aircraft out through the L1 door. The CA remained on board until all passengers and crew had evacuated, and then accomplished a final check of the aircraft cabin to ensure all souls were off of the aircraft. He also exited out the L1 door and checked with all other crewmembers on the status of customer injuries, and then contacted the fire department incident commander to advise him the aircraft was fully evacuated.