

LeBaron Timothy

From: Brad Sheehan (ASA) [Brad.Sheehan@██████████]
Sent: Thursday, September 08, 2011 4:16 PM
To: LeBaron Timothy
Subject: ASA 5058 BTR

Tim here is a statement from the Captain and Flight Attendant. I spoke to Chuck Halligan with our maintenance group – he is the maintenance manager you spoke to yesterday in the hanger. He believes the air-turn-back for the gear disagree was several years ago, so it may take me some time to fins the event, since our current maintenance system TRAX, is never than that. As soon as I get an answer I will let you know.

Captain – 5058 ATL/BTR N879AS 9/1/2011

ASA flight 5058 departed September 1, 2011 and was scheduled to operate from ATL to BTR. During the landing phase of flight at BTR, the gear handle was positioned into the gear down position. The gear indication for the left main gear was not in the landing position and indicated as unsafe. The Captain and First Officer performed the appropriate checklists. After performing such checklist the left main gear indications still indicated an unsafe configuration. The Captain declared an emergency and we landed on runway 13 in BTR. After landing the aircraft, it began to slightly veer to the left and then came to a full stop. We performed the appropriate checklist and evacuated the aircraft. No one was injured, logbook entry was made.

FA – 5058 ATL/BTR N879AS 9/1/2011

After swapping planes flight 5058 took off for BTR. The flight was normal and the captain gave me the final approach signal to prepare to land. I started to make my walk through and the captain had called me on the inter-phone to inform me that there was a problem with the left landing gear engaging. I asked him if I needed to prepare my cabin at this time. He stated he would call me back. After about 10 minutes he called me back saying they were not able to get the left landing gear to engage at this time and would call me back with further instructions. So I got out my FAM and took out my emergency cards and laid them on the galley counter so they would be close to me in the event that I would need them. I did my walk through then secured the galley then took my seat and started to read over my emergency cards. After about 10 minutes the FO called me and asked how much time I would need to prepare my cabin. I told her 10 to 15 minutes, she stated she would call me right back. It was about 10 minutes later the captain called me and said he was unable to get the landing gear to engage to get my cabin in order. So I immediately went to row 1 to assign my APB's then continued on to the exit row to assign my APB's and to make sure they were able to help me in the event that I needed them to. I then went to the inter-phone and made a brief announcement that we would be making an emergency landing and for everyone to please pay close attention to the instructions I was about to give them, and that I would be coming row to row to instruct them. At this time I went to row 1 and told my APB's in 1C and 1B to stay at the bottom of hte aircraft and to help people off the plane and to send them away I also showed them a block position to hold the pax back from trying to get off the plane or rush me before I opened the door. I then had them repeat to me the instructions I had given them. Then I turned to APB 1A and 1D and had explained to them to get off the aircraft and to send people up wind 300 yards away from the aircraft and to not allow anyone to snoke at this time. Then I showed them the brace position and made sure all their personal items were secured, I told them to place their cell phones in their pockets and not to take any purses or personal items off the plane. Then I continued to rows 2 through 7 and explained the brace positions and to secure all personal items and to place their cell phones in their pockets

and to listen to everything I had to say as it would make for a better evacuation. Then I went to row 8 the exit row (window exits) and had spoke to my APB's sitting there making sure they were instructed on how to open the exits, and brace positions and to secure all personal items and to place their cell phones in their pockets and not to take any personal items with them. I had them repeat to me the instructiions I had given them on how to open the doors and when to open the doors and then I moved on to rows 9 thurgh 14 explaining to them what I had just gone through with the previous rows. Then I turned and locked the lav so that no one would enter it. As I was walking back up to the galley the captain had called and said that we would be using only the pax door to evacuate. Then I went back to the exit row and firmly but calmly told not to open the exit doors that we would all be exiting out the main passenger door through which we entered unless otherwise instructed to do so. I did a final walk through and made sure the galley was secured, Then I got on the inter-phone and asked everyone to get in their brace position to make sure they knew how to do it properly. While I was walking through the cabin I had asked for any non-revs or medical personal at this time to identify themselves to me. The man sitting in 9B had said he was a paramedic and that he would be more then willing to assist me. I had instructed him to get a head count of all passengers once off the aircraft and to assist with any medical he could till I was able to get off the aircraft. I was then stopped by a woman sitting in 7D was was very upset and started to freak out. I told her we would be fine and to please remain calm and to listen to my instructions. I then reseated her closer to the front of the aircraft as to ease her a little more and I put her in 2C and had that man in 2C go sit in her seat. I had asked the man in 2D to please help her through this and to try to keep her calm. After reseating her she did calm down so I went and took my seat called the captain and told him the cabin was ready at this time. Then I took my brace position and mentally reviewed my commands at this time. Right before we landed the captain came over the mic and shouted " Brace Brace" i started yelling my commands " Heads Down Stay Down" till the aircraft came to a final stop. Once we landed the people were cheering and then started to get up. I shouted "Stay Seated Stay Calm" till the captain came on the mic and said "Evacuate Evacuate" I told my APB's to hold the people back and started to shout my commands "Open Seatbelts Leave Everything Get Out of the Aircraft" Then I shouted "Stand Back " then I stowed my jumpdeat and I went to row 1 and held the girl in 1A down so I could asses any damage then I opened the pax door looked out didnt see any major damage that would hinder our evacuation so I told my APB's To go to the bottom of the aircraft and to help people down and to send them away. I kept shouting my commands ' Come this way leave everything run away from the aircraft. After the last pax got off I went and unloked the lav and got off the plane. Not one pax took any personal items or purses off the plane with them.

Regards,

Brad

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