

From: Captain Jeffrey Croy
Subject: Statement for the NTSB Ref: STL
Date: March 8, 2015

To: FedEx Safety

I occupied a courier compartment jump seat on FedEx 1407/ February 24, 2014. I was seated in the jump seat closest to the R1 door. I was asleep when the Fire Suppression System (FSS) activated.

I was awakened by a very loud bang (metallic / sounded like a door fell off a freight container - only much louder). The lights in the courier compartment were turned off at the time. Immediately noticeable were the red lights on the FSS status panel located on the left side of the fuselage near the L1 door.

Captain Greg Hansen (also jump seating) and I confirmed 1C and 1R were illuminated red on the FSS panel. Greg immediately notified the cockpit via hand microphone of the exact indications. There was no other evidence of fire in terms of smoke or fumes.

We were notified by the cockpit of their intentions to divert to KSTL. I remained belted in my seat for the remainder of the flight.

Once on the ground at KSTL, we were notified of the intent to evacuate the aircraft.

First Officer Mark Durant activated the emergency escape slide at door L1.

The door operated normally, but the slide did not fully deploy until the fire/rescue crew pulled on the slide. It appeared to be caught up in the red/orange straps that are part of the slide. From where I was standing behind Mark and Captain Keith Beam at the left side of L1, it appeared to extend only half way or a bit more toward the concrete below in a partially folded up condition.

Once the fire/rescue crew pulled on the escape slide, it appeared to complete the inflation process. From my perspective, standing at the L1 door it appeared normal and ready for use by the crew to egress the aircraft.

First Officer Durant went first and used textbook technique to egress. He was in the center of the slide, legs extended and arms crossed at his chest. The slide collapsed when Mark was approximately half way down its length. He fell to the bottom of the collapsing slide and tumbled off the right side corner to the concrete taxiway. He was in obvious pain as he tried to stand up and ended up lying on the concrete, flat on his back.

Captain Keith Beam and the fire/rescue crew discussed what to do next from the L1 door. The fire/rescue crew stationed personnel on either side of the slide to secure it and Keith sat down at the base of the door and egressed.

I still had great concern about egressing down the L1 slide. I am taller and heavier than Keith who just preceded me. Mark was still lying on his back on the concrete below. We briefly discussed blowing the R1 slide, but there continued to be no evidence of smoke, fumes or fire, so we decided not to egress from door R1. After a short discussion with fire/rescue and assurance from them that the slide was useable, I sat down at the door, extended my body as far as I could down the slide while holding on at the base of the door, let go and egressed. Several rescue crewmen caught me as I reached the bottom of the slide.

I took some photographs of Mark, the slide and general area for later use by investigators. I have included 8 photos with my statement.

A truck with stairs arrived on scene shortly thereafter. Fire/rescue accessed the aircraft and determined it was safe to enter. We were permitted to board and retrieve our crew bags and brief cases.

It took quite a while for FedEx ramp personnel to respond and reach the aircraft, so the airport operations personnel allowed us (Greg and I) to sit in their vehicle to get warm. They ultimately gave us a ride to the FedEx facility.

I met Captain Beam upon his arrival in the STL crew room and asked if he needed any assistance, to which he replied he did not.

Captain Hansen spoke to the Fedex Duty Officer. He notified him of our uninjured status, location and intentions to continue to our homes in Minneapolis.

Respectfully Submitted,

Jeff Croy