

987 Investments, LLC
Brookshire, TX
October 19, 2021
DCA22MA009

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

SURVIVAL FACTORS GROUP CHAIRMAN FACTUAL REPORT

Attachment 3. Emergency Response Interview Summaries

(2 Pages)

Interview: Firefighter Arwine (Station 6 Brush Pump Driver)

Date: October 20, 2021

Location: Station 6

Present: Emily Gibson (NTSB), Amanda Taylor (NTSB), Bruce Wallace (Boeing)

During the interview the Firefighter Arwine stated the following:

He had been with Station 6 since September 2018. He was a driver, operator, and paramedic. He had 12 years experience firefighting.

He was alerted to the emergency when he heard tones. The call initially came though as a helicopter crash at 1900 Cardiff Road. The notifications come from the Waller County Sheriff department. He got into the brush truck and began driving west on Stockdick Road. He could see the black smoke of the accident. He was then advised it was a plane crash off Morton Road. He said while enroute dispatch advised that there 21 people were on the plane and all 21 evacuated with two injuries. A firefighter from station 71 arrived just before him and had set up the incident command.

As he approached the accident site, he saw powerlines down so did not drive over them and radioed that there was “a jet plane fully engulfed”. When he arrived, there was a high pitch sound – both engines were “full throttle”, the engines were still running, and he could see lighter smoke coming out of them. When he arrived, he observed fire on the airplane and the area on the ground where the wing hit a tree. There were burn indications up the dirt road, adjacent to the wreckage path, that looked burned but was not on fire. He believed it could have been a flashfire. Smoke was coming out from back of engine.

The maintenance supervisor from the airport got into the brush pump with him and they drove to a gate on the east side of the pasture. After opening the gate and proceeding into the pasture he directed the maintenance supervisor get out and check to see how wet the ground was to ensure they did not get stuck. When he arrived at the tail section of the airplane, he saw people on the left side of the airplane moving toward the road. He had no handheld radio in the truck, so was not able to hear additional radio calls once out of the truck.

The tanker had 4,000 gallons of water, the engine had 1,000 gallons, and the brush truck had 350 gallons. Waller County contracts to provide EMS, and eight of the ten stations in Waller County are volunteer.

Interview: Firefighter Payne (Station 6 Tanker Driver)

Date: October 20, 2021

Location: Station 6

Present: Emily Gibson (NTSB), Amanda Taylor (NTSB), Bruce Wallace (Boeing)

During the interview the Firefighter Payne stated the following:

He had been a captain with Station 6 for 1½ years and had 35 years in firefighting service.

Dispatch alerted the station that a helicopter had crashed. He got into the tanker and was by himself. As he was pulling out of the station he saw a column of smoke, and while in route was told it was an airplane accident. As he arrived, he saw the airplane north of the airport. He went up a north facing road towards the airplane. He stated the station 71 assistant chief arrived 2 minutes prior to him and established incident command.

His job was to care for anything to do with water, he assisted in setting up for foam and a water shuttle. He did not go all the way to the airplane until after the fire was out, and he saw no passengers. Station 71 has 30 gallons of class B foam capabilities, so he assisted them with that.

Interview: Firefighter Duffy (Firefighter in engine 61)

Date: October 20, 2021

Location: Station 61

Present: Emily Gibson (NTSB), Amanda Taylor (NTSB), and Bruce Wallace (Boeing)

During the interview Firefighter Duffy stated the following:

He was a firefighter with station 61, he has worked with the Waller-Harris County Emergency Service District (ESD) for 4 and a half years, with 38 years total service as a firefighter. There are ten stations in the ESD. At 1001 the station received a call from dispatch with multiple tones which indicated a fire and medical emergency. The sheriff's department dispatch had received approximately seven calls from civilians reporting the accident, with initial reports of a helicopter crash.

He rode in engine 61 with a driver. As they got close, they saw lots of people walking and stopped on Morton Road just east of Cardiff Road. He noticed that the airplane was engulfed in flames and the engines were still running. They opened a red and orange gate west of the crash site with bolt cutters. There were nine people at the gate when they stopped with others walking up. One woman was coughing. He directed people to engine 61 to start triage. A medic had contacted a man who could not walk and had put him on a backboard before sending him toward the fire engine. Firefighter Duffy took position at the patient's feet on the backboard, to assist in the transport to the emergency vehicles.

While dealing with patients the firefighter had a male passenger come up to him pale and incoherent. The emergency medical service assistant chief arrived on scene and the firefighter debriefed her handing off patient care at that point. Medic 15 transported a female patient, and Medic 5 from Waller-Harris County ESD transported the male patient on the backboard. Medic 2 took over triage in conjunction with Katy EMS, and Medic 2 took all the refuse to transport paperwork from other passengers. A firefighter had a laceration and was treated by engine 61 crew.

The Chief arrived on scene and took over incident command. At this point firefighter Duffy went down Morton Road and took command at the fire. He helped with foam application by bringing more foam and staging it in preparation, as well as focusing on protecting the black box. Prior to the foam being applied there were two explosions just aft of the cockpit that caused him to jump. The foam was able to reduce the fire to a smolder. A few spots flared up around the cockpit. Katy fire arrived on scene and brought a foam truck and that was used to extinguish the rest of the fire. He stayed on scene until the FAA arrived and were able to pull the black box between 1300-1400 hours.