

be deflated or released from the door before an AIAV can be parked at the aircraft door. In order to do this, a ladder must be placed on the escape chute and a fire fighter must climb up to get into the aircraft doorway, turn around and cut the emergency slide away or manually release it. If the blower worked as planned, this would enhance the environment for the firefighters as well as improve the interior environment of the aircraft for rescue of incapacitated victims. As Thompson predicted, moving the stair truck back away from the door caused the aircraft cabin to clear in only 53 seconds with two over wing hatches and four fuselage doors opened. This was an important discovery to ONT ARFF personnel. The experiment demonstrated that PPV could be used to rapidly ventilate the interior of the aircraft, thus enhancing the environment prior to firefighters entering the aircraft.



## CONCLUSIONS

The hydraulic blower outperformed the gas blower while producing no carbon monoxide emissions and producing more air movement. The hydraulic blower weighs less than a gasoline powered model and can be mounted in numerous ways on the AIAV platform while being powered by a power take-off (PTO) from the vehicle's engine.



Currently, Tempest Technologies is developing a blower model that will be more useful for airport firefighters to use on aircraft positive pressure ventilation operations.

*The positive pressure ventilation tests were conducted by: Captain Michael L. Allomong and Airport Safety Officer Danny M. Pierce, C.M.F., Ontario International Airport ARFF, Dexter Coffman, Chief Executive Officer, John Thompson, Operations Manager and Luis Cadena, Engineer, Tempest Technologies Corp.*