



Monday January 7, 2013

Just what I remember about the incident on Wednesday January 2, 2013.

We received a launch request for Creek Nation EMS to meet them at the helipad at Creek Nation Hospital for a Pt involved in a roll-over MVA.

Upon notification I I did my normal base safety check to make sure nothing was on the kitchen and things like that. I then grabbed my helmet and my "go bag" that has snacks and reference cards and such in it and made my way to the helicopter.

I noticed that the third seat had been installed for RN Trevor Engler as I placed my helmet and things in the helicopter and did a walk around to make sure no cords were still plugged in and all the covers were off and outer doors were closed and secured. All was fine.

As I sat in my seat which is the back right seat and secured the seat belts RN Trevor climbed in and secured himself In the middle seat. Pilot David Eastep closed my door and secured it. I bumped it from the inside to make sure it was secure and it was. By this time I saw RN Tony Wilson walking around the nose of the aircraft to the left side.

After a short time He sat in his seat and secured himself. Assumed he was safety checking the outside of the aircraft as well prior to boarding the aircraft. Door was closed and secured. Pilot Eastep climbed into the pilot seat and secured himself. We discussed that we haven't received any pt information on our phones from the Com Center as we all put our helmets on.

[Street Address]
[City], [State] [Postal Code]
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Web: [Web Address]

The usual launch radio traffic took place as we lifted off. There were no unusual noises or happenings.

We lifted and transitioned toward Okema as we climbed in altitude. Nothing was unusual as we waited for pt information from Air Com.

A few minutes into the flight I felt a sudden small drop in altitude. I looked at Eastep and he seemed to pulling back on things and looking at gauges when he announced we have lost power. He advised us to tighten our seat belts and prepare for a hard landing. I heard RN Wilson ask if we were in autorotation. Pilot Eastep advised "yes we are, we have lost power".

Next as I tightened my straps I started helping with a landing spot by calling out obstacles Pilot Eastep announced there is a clear open field straight ahead of us and that is where he is aiming. I called things out of the right side of the aircraft as RN Wilson called them out on the left side. I heard Pilot Eastep calling "Mayday" over the radio and then say "prepare for very hard landing" and that he was "doing everything I can".

We called out that there was fence in front of us. Pilot Eastep pulled up to get us over the fence then we hit the ground.

I remember looking forward as we struck the ground and seeing the front windshield shatter in front of me and felt a rush of cold liquid over me and smell jet fuel.

When I opened my eyes and there was no movement. Only the warning alarms going off from the instrument panel. I unbuckled my seat belt and stepped out of the right side of the aircraft to the ground. I looked back into the aircraft to see RN Trevor reaching towards me telling me to pull him out. I grabbed both his hands and pulled him out of the aircraft while he was prone. On the ground he rolled to his back. I then pulled him about 25 yards away from the aircraft onto dry ground and out of the jet fuel.

I set down next to him until I could think. I then called my wife and told her we were down and get to the trauma center. I barely remember doing that.

I then ran back to the aircraft as I pulled my company phone from my chest pocket and called Air Com. On the first call I advised my name and that we had crashed. I then realized I had lost connection. I recalled Air Com and stated the same. The person on the phone asked for our GPS coordinates. I had Pilot Eastep look at the instruments to read them off to me as I tried to get his door open and RN Wilson's door open.

Pilot Eastep and RN Wilson were alert and talking to me. I was unable to get Air Com to understand the coordinates that Eastep was announcing to me while I tried to open the doors. I handed the phone to Pilot Eastep so he could read them off to Air Com while I tried to open RN Wilson's door.

I couldn't get Wilson's door open. Eastep's door opened. I asked Eastep where he was injured. He replied his leg is broken and he can't move it. He was breathing without difficulty without chest pain but also had severe back pain. I looked at the way the pilot seat was setting and tried to figure a way to pull him out. He could move his feet and had feeling in his feet. I realized then how bad my chest and back was hurting and how much trouble I was having breathing. I took a moment to assess my chest and realized that I didn't think I had a pneumothorax at that time so I returned to try to get them out. I was thinking that there was so much jet fuel on and around us that it could ignite at any time and I just wanted to get them out.

I ran around to the right side of the aircraft and crawled into it to assess Wilson. He had severe back pain along with numbness and tingling down his legs. I asked him to move his feet and legs without any movement noted. Wilson in a great deal of pain asked me if I could get the spine board from the outer compartment of the aircraft. I looked back to realized that the skeds were pushed up and blocked access to the outer compartments. I was afraid to move Wilson by myself and without the proper equipment. He was still in the seat without his seat belts on that he had released and was leaning onto his right side. This was causing his severe pain so I tried to position the blue kit under him to prop him up until help arrived.

I turned back to Trevor and saw no movement and couldn't see chest rise and fall from where I was. I then called out to him. He answered and so I had him move his feet for me. He was able to and gave me "thumbs up".

I then made sure that all the power was off to the aircraft by asking Eastep if he had turned it off and then tried to get away from the aircraft. Eastep advised the battery switch is off as I crawled away toward Trevor.

As I crawled on my hands and knees I realized how difficult it was for me to breath and how much pain in my chest and back I was having. I rolled over and tried to control my breathing as I felt like I was about to lose consciousness.

A women then approached us and started to ask what she could do to help. I asked her if we had help coming and she reassured me that everyone was on their way.

Soon after that FD had arrived and care was started. Things are not so clear after that point.

I have to believe that I was knocked unconscious at the time of impact for an unknown amount of time. I thought at the time that I had not but as I think about it the rotors were completely stopped when I unbuckled and stepped from the aircraft.



Airmethods MediFlight Oklahoma Seminole base incident 01/02/2013

This report is to the best of my recollection of the event. We were responding to the Okemah, OK area for a trauma call. The pilot (David) ask if we were secure, we all stated we were. I was seated in the middle rear seat. We lifted from our helipad in a southern direction and turned to the northeast. David was communicating with the company dispatch at this time. A few minutes into the flight I heard a muffled thud sound (I had my flight helmet on) followed by David telling us we lost the engine and were going down. I immediately started looking for a landing area and called out a site to our 3 o'clock (at this time David was making mayday calls he looked and acknowledged the site). One of the other crew members called out power lines. David stated he had the lines in site and stated we were going to land in a field to our 12 o'clock. Tony Wilson asked if we were in autorotation and David stated we were. As we were becoming closer to the ground a crew member called out a fence. David said "Yes, that's what we've got to get over". Tony Wilson followed with "brace yourselves guys". David pulled up to get over the fence. From my view I saw the sky then we impacted the ground. My head went between my legs and when my head came back up I saw the ground then the fence in front of the aircraft as it came to a rest. Tony Loftis was seated to the right of me. He unbuckled and went around to the left side. I was trying to get out of my harness at this time. Tony Loftis could not get the left side doors open and returned to the right side. I was able to get my harness unlatched and fell forward to the right onto the patient sled area. I had no control of my lower extremities and ask Tony Loftis to "get me out of here". Tony grabbed my wrist and pulled me away from the aircraft.

Trever R. Engler 03/01/2013