

# City of Norfolk



DEPARTMENT OF PUBLIC SAFETY  
202 North 7<sup>th</sup> Street  
Norfolk Police Division  
Norfolk, Nebraska 68701  
**Investigations Unit**  
Sergeant Michael Bauer

402-644-8765 (Office)  
402-644-8700 (24 Hr)  
FAX 402-644-8760

Pamela Sullivan  
Senior Air Safety Investigator  
NTSB  
DuPage Airport  
31 W775 North Avenue  
West Chicago, IL 60185

Ms. Sullivan.

Please find enclosed the following information pertaining to the Life Net Helicopter crash on 6-21-02 at the Karl Stefan Memorial airport in Norfolk Nebraska:

1. Police Reports
2. Photos
3. Two video tapes

Norfolk Fire and Rescue will not supply me with their reports without a release from the family and/or a subpoena.

If you are in need of any additional information, please contact me.

Respectfully,

A handwritten signature in black ink, which appears to be "M. Bauer", is written over a thick black horizontal redaction bar.

Michael Bauer  
Investigations Sergeant

**Service-Honor-Commitment**

Date: 7/17/02  
Time: 13:31:41

NORFOLK POLICE DIVISION  
Offense Report

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Case No. . . . : 1-02-002240  
Occur From Date: 6/21/02 12:09  
Day Of Week . . : Friday  
Case Status . . : Information Only  
Alcohol Related:  
Common Name . . : KARL STEFAN MEMORIAL FIELD, 4100 S 13TH ST  
City . . . . . : NORFOLK,  
County . . . . . :  
Location Type :  
Zone/division :  
Report Officer : TIGHE, BRIAN  
Supervisory Emp: 0/00/00  
Entry Date . . : SCHEFFLER, TANYA 6/21/02  
Offenses? . . . :  
Names? . . . . . :  
Narrative? . . . :  
Case Management:  
Addtnl Times? :  
Payments? . . . :  
Occur To Date : 6/21/02 12:09  
Dept Class . . : Death - Natural  
Case Status Dt : 7/15/02  
Drug Related? :  
Map Reference : RURAL  
Beat Assignment:  
District . . . :  
Report Date . . : 6/21/02 12:09  
Property? . . . :  
Vehicles? . . . :  
Relationships? :  
Related Cases? :  
Additional UCR? :

\*\*\*\*\* A D D I T I O N A L T I M E S \*\*\*\*\*  
Date Dispatched: 6/21/02 12:09  
Date Arrived . . : 6/21/02 12:12  
Date Responded : 0/00/00  
Date Cleared . . : 6/22/02 15:15

\*\*\*\*\* C A S E M A N A G E M E N T I N F O R M A T I O N \*\*\*\*\*  
Common Name . . :  
Occur Date/Time:  
Dept Class . . : Death - Natural  
Case Status Dt : 7/15/02  
Investigator . . :  
Ticklers? . . . :  
Location . . . :  
Rpt Date/Off . . :  
Case Status . . : Information Only  
Forwarded To . . : Yes  
Actions? . . . :

\*\*\*\*\* N A R R A T I V E # 1 \*\*\*\*\*  
CAD Information Reported By: TIGHE, BRIAN 6/21/02

Call#: 021720066 Beat: RURAL  
Units.: A3 Employees: 0000000013 HECKER, STEVE  
Units.: D1 Employees: 0000000034 BAUER, MIKE  
Units.: D2 Employees: 0000000015 MCCARTHY, TED  
Units.: SA146 Employees: 0000000146 HALLOCK, DANIEL  
Units.: SA148 Employees: 0000000148 BAUER, JASON  
Units.: 1C Employees: 0000000035 LICHTENBERG, DAVID  
Units.: 1N Employees: 0000000132 KELLEY, JAMES  
Units.: 1SE Employees: 0000000147 PRATHER, DAVID  
Units.: 1SW Employees: 0000000014 WALZ, BARBARA  
Units.: 1S2 Employees: 0000000017 TIGHE, BRIAN  
Units.: 2SE Employees: 0000000087 O'BRIEN, JOSEPH  
Units.: 2S2 Employees: 0000000026 KRUEGER, GARY  
Call change from ASRE to AICR BY DSPATCH2A P 01 0000000114

LifeNet Helicopter crash  
County atty notified  
Aircraft has been removed

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Helicopter crash  
another lifenet enroute  
Investigations requested  
Cty Atty  
and FAA notified  
Aircraft #N852HW  
FAA Bob Johnson enroute  
deceased Phil Herring who was the pilot  
in critical condition are Pat Scollard-paramedic  
and Lori Schrempp-nurse  
both are being transported to St Joe's in Omaha  
Pats family notified by the doctor  
TTY was sent out  
#17 adv the FAA just arrived 10 min ago

\*\*\*\*\* N A R R A T I V E # 2 \*\*\*\*\*  
SUPP Reported By: RICHTER, BRIAN M. 6/21/02  
Entered By.: CALLIES, LENAYA 6/25/02

02-2240 6-21-02  
Richter

Reed Borgman called the PD to report that he witnessed the Helicopter crash.

Borgman said that he was northbound on Highway 81 and had just come around the curve east of the main airport entrance and was facing in the direction of the helicopter when he saw the helicopter take off, start to fly strangely and then crash. He didn't see it actually hit the ground as a building blocked his view, but he did see smoke come up.

Borgman said he also saw a plane land right after that.

Reed Borgman, [REDACTED], [REDACTED]  
[REDACTED]

I told Borgman that someone from our office or the FAA would probably be in contact with him.

\*\*\*\*\* N A R R A T I V E # 3 \*\*\*\*\*  
SUPP Reported By: LICHTENBERG, DAVID L. 6/22/02  
Entered By.: BECKMAN, SUSAN 7/02/02

02-172-66  
02-2240

On 6-22-02 at approximately 1230 hours this officer was dispatched to relieve officer Prather at the Norfolk Airport. At the time police personnel were providing security for the Lifenet Helicopter incident. Also at the airport during this time was Captain Hecker. Captain Hecker asked this officer to retrieve some of the personnel items from

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the Helicopter once it was lifted and placed on a flatbed for transport.

At approximately 1405 hours I recovered from the crash site, two Motorola HT 1000 radios. One of these radios had a sticker on the back with a Lifenet Logo. Also recovered a Telebeep pager. The pager was still powered and would vibrate approximately every 2 -3 minutes.

Messages in the memory on the beeper appears that this is also Lifenet property. Removed from the dash of the helicopter was a black snap ring key chain, with a Lifenet logo with 4 keys. Next to the key chain was a Minolta camera. I also picked up a stescope with a last name of Scollard, who I believe was the paramedic in the helicopter.

Captain Hecker also advised that we were to obtain the narcotics out of the narcotics lock box. I located what I believed was the narcotics lock box in the center council on the helicopter, secure by two locks. The rear portion of this lock box was partially ripped open. I had one of the mechanics from Rocky Mountain Helicopters pry the lock box open. Inside I found no narcotics, but I did find a black snap ring key chain with two keys. Also recovered from the area was the helicopter's flight logbook, and maintenance records and N852HW. I also recovered an oxygen tank with a sticker of AHP/MHR home health care- Norfolk on it. I transported all these items to the Norfolk Police Department and inventoried them under #35467, and secured them in a property locker. See attached inventory sheet.

At the crash scene I was unable to locate any of the narcotics that were suppose to have been on the helicopter at the time of the crash.

While at scene, representatives from Rocky Mountain Helicopter had also taken some of the personnel items that they believed belonged to either the pilot, paramedic, or nurse. These included several duffle bags and gear bags. It is possible that the narcotic bag was inadvertently taken by one of these representatives of Rocky Mountain Helicopter. The keys I recovered from the lock box was I believe was the keys for one of these soft pack narcotic bags. By the time I had realized this, those representatives had already left the area with the property.

No further information  
Lichtenberg #35

\*\*\*\*\* N A R R A T I V E # 4 \*\*\*\*\*  
SUPP Reported By: BOS, DAVID L. 6/21/02  
Entered By.: HANIS, TRISH D. 7/12/02

Supp. Report / Helicopter Accident  
Bos # 11

On 6-21-02 at 1230 hours, I was called in to assist with the investigation of a helicopter accident, which occurred at the Karl

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Stefan Memorial Airport. During this investigation, I was assigned to speak with several witnesses of the accident. All of the names of subjects I spoke with were either given to me by Sgt. Bauer or by the Norfolk Police Dispatch Center shortly after the accident occurred.

On 6-21-02, I spoke with Don Edwards DOB: [REDACTED] over the phone. ([REDACTED] # 252-1600) He advised that when the crash occurred, he had been driving south on Hwy 81. He said that as he drove over the viaduct at the south end of Norfolk, he saw a white two-engine plane come over his left shoulder. He said that this airplane was heading towards the airport in a southwest direction. He said that as he went further down the highway, he saw the helicopter at the airport. He said that he then saw the airplane abort its landing and go upward. He said that the plane then appeared to pass over the top of the helicopter. He said that he thought the plane came within 300 yards of the helicopter. He said that he could not tell if the airplane had anything to do with the helicopter crashing.

Don Edwards said that the helicopter was still in the air as he got closer to the airport. He estimated that the helicopter was 200 to 300 feet up when he saw the tail start spinning around in circles. He said that the helicopter was leaning slightly forward and to the front left as it spun around. He said that he thought it was spinning around in a counter clockwise motion. He said that the helicopter then just dropped from the sky with the nose coming down first. He said that he was still on highway 81 near the airport when it crashed. He said that the helicopter was at approx. 100 feet when it fell from the sky.

Don Edwards said that he then pulled over and ran up to the fence where a male subject in a white t-shirt who he thinks worked for the airport met him. He said that he and the other male subject then went over a fence and up to the helicopter to see if they could help anyone. He said rescue personnel showed up a short time later. He did not provide any further information.

On 6-21-02, I spoke with Angie Prather DOB: [REDACTED] over the phone. ([REDACTED]) She advised me that she had been driving south on Highway 81 next to the airport when the helicopter crashed. She said that as she drove down the highway, she saw an airplane circling the airport. She said it looked to her like the airplane turned away from a landing as it approached the airport. She said this airplane was not very low and was not near the helicopter.

Angie Prather said that when she first saw the helicopter, it was going up. She said it looked to be fine to her at first, and it then started spinning around in a circular motion. She said that the helicopter then dropped to the ground nose first. She said she then exited her vehicle and went to the crash sight until rescue personnel arrived. She said that she assisted rescue personnel for a few minutes after their arrival. She said that she thinks the helicopter was lying on its left side after the crash. She did not provide any further

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information.

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On 6-21-02, I spoke with Pat Widner DOB: [REDACTED] over the phone. [REDACTED] She told me that at approx. two minutes before noon, she was driving her vehicle east on Highway 275 near Divots which is just west of Norfolk. She told me that she could see the helicopter flying at the airport from where she was at, and that the helicopter was out near the airport. She said that she saw the nose of the helicopter bobbing up and down and the helicopter going in circles. She said that she thought the helicopter might be doing some type of training exercise. She did not see the helicopter go to the ground, but said she did see an airplane also flying around the vicinity of the airport at the same time. She said that the airplane was not near the helicopter. She did not provide any further information.

On 6-21-02, I spoke with Teresa Brandl DOB: [REDACTED] over the phone. [REDACTED] She told me that she had been driving south on Highway 81 and was adjacent to Jerry's Camper Sales when she saw the helicopter in the air near the airport. She said that she really could not say how high the helicopter was up in the air. She did say that it looked like the wind had caught the helicopter as it tipped sideways in the air. She said the helicopter then started spinning around and went behind some buildings and out of her view. She said that as she proceeded south on the highway and got beyond the buildings, she could see that the helicopter was on the ground. She said that she then called 911. She told me that she did see an airplane come from the northeast over Highway 81 and heading towards the airport at the same time that she saw the helicopter on the ground. She said that this would have all occurred at approx. 1205 to 1209 hours this date. She did not provide any further information.

On 6-21-02, I spoke with Phil Neuhalfen DOB: [REDACTED] over the phone. [REDACTED] He told me that he was in the Frito Lay parking lot when the helicopter crashed. The Frito Lay parking lot is located at 1706 N. Airport Rd. He said that he first saw the helicopter hovering to the west of his location and near Hinken Trucking, which is also located on N. Airport Rd. He said it appeared as if the helicopter was waiting there for something. He said that a white two-engine turbo-prop type plane did approach the airport at this time, but never did come close to the helicopter. He said that the helicopter approached the airport hanger area and was approx. 10 feet off the ground. He said that the helicopter then went to approx. 35 feet in the air, tipped sideways, and started spinning in circles. He said that the helicopter's tail went completely around in a circle at least 6 times. He said that the helicopters then fell very suddenly nose first to the ground from approx. 35 feet up in the air. He said that the plane that had approached the airport about the same time the helicopter did then landed just after the helicopter crashed. He did not provide any further information.

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On 6-21-02, I spoke with a Lynn Stewart DOB: [REDACTED] over the phone. [REDACTED] He said that he was at the Coca Cola plant, which is located at the corner of N. Airport Rd and Highway 81. He immediately told me that there was no plane involved in this crash, as he had heard something on the radio about a plane possibly being involved. He said that there had been a white twin prop plane near the airport and in the air at the time of the crash. He said that he saw the helicopter near the approach pad. He said the helicopter appeared to have touched down briefly and then go back up into the air. He said that while in the air, the helicopter tipped sideways, started spinning in circles, and went towards the north. He said that the nose was tipped towards the ground when the helicopter was spinning. He said that the helicopter then fell to the ground nose first. He said that he then went inside and had a secretary call 911. He said that this would have occurred around 1205 to 1210 hours this date. He provided no further information.

On 6-25-02, I spoke with Linda Meikle DOB: [REDACTED] over the phone. [REDACTED] She told me that she had been on N. Airport Rd and approx. 1/4 mile to the west of Highway 81 when she saw the helicopter crash on 6-21-02. She said that she had actually pulled over to watch the helicopter as she had some young children with her who wanted to see the helicopter. She said when she first saw the helicopter, it was heading south over N. Airport Rd. She said it was flying very slow. She said that she also saw an airplane come out of the north heading towards the airport at about the same time she was watching the helicopter. She said that the plane turned quickly to the west and then to the south where it approached the runway of the airport. She said that this plane was not very close to the helicopter. She said that when the helicopter was at the airport and just after the airplane went by, it started spinning in what she thought was a counter clockwise direction. She said that she could see that the helicopter was getting lower and lower to the ground. She said that at one point she turned to look back at the children in her car, and when she looked back at the helicopter, it was on the ground. She said that when she saw the helicopter spinning just before it fell, it was about twice as high in the air as what the hangers are tall. She provided no further information.

On 6-25-02, I spoke with a Mike Jones DOB: [REDACTED] at the Norfolk Police Division. [REDACTED] He told me that he had been driving north on Highway 81 adjacent to the airport when the helicopter crashed on 6-21-02. He said that he saw the helicopter flying approx. 30-40 feet off the ground near the north airport building when he first took notice of it. He said that he estimates the helicopter was 60 to 70 feet away from the building at the time. He said the helicopter was just hovering at first with the tail pointed approx. 30 degrees upward. He said the tail of the helicopter was to the west, and the tail was moving back and forth from west to northwest. He said that he then saw the helicopter go to the north at which time it went out of his sight for a moment as the north airport building obstructed his view. He said that as he passed

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this building, he could see a cloud of dust coming into the air. He said when he passed this building he saw that the helicopter had crashed. He said that he then pulled over and drove to the fence gate near the crash site. He said that someone who had a key to the gate immediately met him there. He said that he then helped this person open the gate so that rescue vehicles could enter. He said that he did not see any airplanes flying from where he was at, or near the helicopter when it crashed. He did not provide any further information.

There is nothing further at this time.

Investigator Bos

\*\*\*\*\* N A R R A T I V E # 5 \*\*\*\*\*  
SUPP Reported By: MCCARTHY, TED 6/21/02  
Entered By.: HANIS, TRISH D. 7/12/02

Case 02-2240

On 6/21/02 I assisted with the helicopter crash at Karl Stefan Memorial airport. I was assigned to go to the hospital to try to identify the names of the victims and find relatives so that they could be notified. When I arrived at the hospital at about 1230 hours two patients were in the ER being worked on. A couple of minutes after I arrived the third patient was brought in. This patient was the pilot and had already died. He was identified as Phil Herring of [REDACTED] I did take a few pictures of the pilot in the emergency room.

The other patients were identified as Pat Scollard of [REDACTED] St. [REDACTED] and Lori Schrempp of [REDACTED], [REDACTED]

I contacted the Life Net organization and obtained the emergency contact names for the three victims. I then had dispatch teletype the law enforcement agencies in the towns where these people lives so that they could be advised of the accident.

At 1315 hours Joe Smith from the Madison County Attorney's office arrived. He pronounced the pilot, Phill Herring dead at 1315 hours.

The other patients, Lori Schrempp and Pat Scollard, were both transported to Saint Joseph's Hospital in Omaha where they later died.

End of Report

Inv. Ted McCarthy

\*\*\*\*\* N A R R A T I V E # 6 \*\*\*\*\*



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SUPP

Reported By: RANEY, RANDY S.  
Entered By.: HANIS, TRISH D.

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6/21/02  
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06-21-2002 Life-Net Helicopter Accident, Supplementary Report  
2002-2240

On 06-21-02 at 1220 hours I was dispatched to the Norfolk Air Port reference a helicopter accident with injuries. When I arrived, I was instructed to interview the Life-Net Mechanic. I spoke to Bill Pihlgren DOB [REDACTED] 71, [REDACTED]. Pihlgren stated, he was employed by Rocky Mountain Helicopter, Life-Net as a mechanic. Pihlgren stated he had been contacted by Life-Net and was advised that the pilot of the Life-Net Helicopter called and advised that the helicopter was in rout O'Neil, Nebraska, 5 minutes out from Norfolk, heading back to the Norfolk Airport, and the right pedal was binding. Pihlgren went on to state he was to meet the aircraft at the airport; when he arrived the crash had already taken place. Pihlgren advised the pedal binding meant problems with the tail rotor. Pihlgren also advised the Mata nuance records are kept in Utah, and they haven't done anything major in a long time to this helicopter; Pihlgren gave a written statement.

I contacted Life-Net in Omaha 1-888-481-7040, 1-913-397-9335, and requested a copy of the recorded conversation between the pilot and Life-Net representative, I was told that would be no problem; they would burn a copy off on a CD, and send it to this investigator in a few days.

I also spoke to a pilot for Nebraska Public Power, Michael White out of [REDACTED] NE, home phone [REDACTED], and work phone [REDACTED] that was in the area of Norfolk Airport at the time of the helicopter accident. White stated that he announced his approach to runway 19; he heard the helicopter announce only once his tail registration and say that he was the helicopter North of the City, landing south. White stated he announced three times, his approach and asked the helicopter pilot's intentions, White never heard from the helicopter pilot. White stated he came within a 1/4 mile of the helicopter, close enough to see the helicopter pilots face, White stated the helicopter pilot saw White and knew were he was at. White stated he aborted the landing, he had thought the helicopter had landed as he was going by, it looked like the helicopter touched down on the ground. When he came around White saw that the helicopter had crashed.

On 06-22-02 I drove to Omaha Douglas County Hospital and observed autopsies by Dr. Bowen, on the 3 Life-Net employees killed in the helicopter accident which occurred 06-21-02 the first decedent autopsied was Phil Herring DOB [REDACTED] (Pilot), the second decedent autopsied was Lori Schrempp [REDACTED], [REDACTED], (Flight Nurse) and the third decedent autopsied was Pat Scollard [REDACTED] (Paramedic), autopsy reports will be forwarded to the Madison County Attorney. Photos of

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the autopsies were inventoried into evidence # 35503.

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Raney #33

\* \* \* \* \* END OF REPORT \* \* \* \* \*