

Personal Account of King Air N786SR Flight 05/16/2011

Heather Seemann

Medevac Specialist

05/16/2011

Mission: BRW-ATQ-TBD

Flight #102

Pilot: Gerry Bailey

Medevac Escort: Cassandra Cook

Medevac Specialist: Heather Seemann

Not: 0018

Ready: 0050

Depart BRW: 0154

Oden requested medevac for 77 y/o female located in ATQ. Multiple falls with left upper extremity weakness. Stated that he wanted me to perform a complete assessment to determine likelihood of stroke vs. other etiology as cause. Advised that if it was determined that stroke was the most likely etiology of pt's presentation that he wanted pt transported directly to ANC from ATQ since BRW unable to provide level of diagnostics/care required.

Flight request to pilot-on-call. Gerry Bailey assigned pilot. Advised pilot that pt would likely (90% ANC 10% BRW) be transported directly to ANC from ATQ. Was contacted via cell phone by Pat Patterson to discuss mission and A/C options. Final decision: KA N786SR to ATQ with plan to transport to ANC (if determined to be unnecessary after consult with physician, then pt would be transported to BRW).

Additional fuel ("full") requested by pilot. Mechanic added additional fuel to A/C.

Requested approximate ETA to ATQ so that Barrow Dispatch could arrange for ambulance rendezvous at airport. Did not receive specific ETA from pilot. Asked pilot if 0200 arrival to ATQ was reasonable. He stated yes, and that we would probably arrive "a little before then." Contacted Barrow Dispatch via cell phone and requested that ATQ ambulance meet medevac crew at airport at 0200 for transport to clinic.

All equipment secured for flight via straps and aft net. Medevac crew secured for flight with lap belt and single shoulder belt. HS forward, forward-facing seat; CC aft, forward-facing seat. Middle, rear-facing seat empty. Depart BRW 0154.

Flight after departure routine. Descent into ATQ initiated approximately 0202. Monitoring middle and right-side cockpit displays – easily visualized from seat location behind cockpit.

In clouds – ground not visible out port-side window. Recall noting: Alt 1400; ETE 1:30 and decreasing; Speed 148 kts.

Last ETE recalled 1:26 with Alt 1400 and holding. Pilot increased power and pulled nose up (felt/heard/visualized). A/C began to climb but rapidly developed pitch instability. Put on headphones to communicate with Cassie, advised to tighten restraints as tightly as possible and prepare for increased turbulence. Pitch instability continued and worsened as altitude increased. A/C rolling side-to-side a little bit (observation of attitude indicator) as attempting to increase altitude. Broke through top of clouds briefly. A/C rolled (possibly to right side, but am not completely sure) and went back into clouds. Never breached top of clouds again after this point.

A/C loss of control with erratic and severe changes in attitude (pitch, roll and yaw instability). Engines sounded like on high power setting. Prop indicators at "normal" numbers (display at top of mid-cockpit – 28.8/28.9 or 29.8/29.9 readings that remained consistent throughout incident). A/C began porpoise-like movements with a lot of left/right yaw and roll. Attitude indicator erratic and all over the place (regarding both pitch and roll).

Steep roll to the left. (Refer to attached sheet with attitude indicator example, "First Roll, Left".) Remained at this attitude briefly. Returned to a neutral position. Rolled to the right (not as steep as first roll to the left). (Refer to attached sheet with attitude indicator example, "Second Roll, Right".) Returned to a neutral position. Rolled to the left. (Refer to attached sheet with attitude indicator example, "Third Roll, Left"). Returned to a neutral position. Rolled to the right. (Refer to attached sheet with attitude indicator example, "Fourth Roll, Right"). During each roll, I think that there may have been a corresponding yaw motion in the same direction as the roll (i.e. roll to the left with yaw to the left; roll to the right with yaw to the right). I cannot verify the yaw motion from observation of the attitude indicator – it was solely a physical sensation.

During the steepest rolls and other extreme attitude changes, a warning box (yellow) appeared (and disappeared) several times on the middle display – location: bottom half of screen, possibly off-center left, maybe center). Unable to read words contained in box.

After returning to a nearly neutral position after the fourth roll (right), I felt the nose pull up while observing the right yoke move backward (toward aft of A/C). A/C rolled to the left and I looked out the port-side window. A/C had broken through ceiling, tundra visible (snow covered with grass breaking surface). Left wing was pointed toward ground, angle greater than 45 degrees but less than 90 degrees. Unknown speed and altitude – upon observation of tundra out window, became very distracted and did not focus on attitude indicator again. Estimated A/C speed 100 kt with altitude of 100-200 ft AGL. Attempted to inform Cassie of proximity of A/C to ground and advise her to brace for imminent impact but was only able to say, "Um, Um, Cassie, Um." Cassie responded, "Yeah, I know. I see it."

A/C impacted ground at 0214 (according to Cassie's iPhone). Oxygen masks deployed from ceiling compartments. Dropped my phone on floor. A/C made second impact and noises heard that were consistent with objects striking outside of A/C. On third (final) impact, sensation that all forward motion of A/C abruptly ceased. Immediately silent except for noise of various alarms from inside cockpit and an audible alarm from aft area (presumed to be ELT).

After A/C final impact, released seatbelt and noted that passenger compartment appeared intact; no sign of smoke, fire or vapors inside A/C. Verbally made contact with Cassie to check status while looking out both sides of A/C for smoke, flames and/or visible vapors. Cassie immediately responded that she was "okay." No immediate safety threats from A/C identified. Gerry did not immediately acknowledge verbal status inquiry. Within approximately 20-30 seconds, Gerry responded that he was "okay" and I was at cockpit entry to check his condition. Blood present on forehead, minor active bleeding into his right eye (lost glasses on impact). Performed initial trauma assessment – no life threats identified. Stated that he had some pain to his lower back.

Cassie actively moving in aft area of A/C. Requested bandaging supplies. She tossed up a roll of Kerlix. Cleaned blood from Gerry's right eye and forehead. Noted an approximately 2.5 cm laceration above right eye. Dressed with Kerlix bandage. Gerry exited cockpit without assistance.

Opened main door to assess A/C exterior and extent of damage to tail. No additional immediate safety hazards identified. Door closed and secured. Advised crewmembers that plan was to remain inside A/C until rescue team arrival or change occurred that threatened safety requiring A/C evacuation.

Gerry unable to contact Anchorage Center via A/C radio. Satellite phone inoperable. Did not know how to troubleshoot from cockpit controls. Entered cockpit to locate flashlight and pilot handheld radio. After handheld radio found (right side floor of cockpit), Cassie set channel to contact village fire department. Attempts failed due to proximity of A/C to village. Out of range tone with both attempts to transmit.

Found my cell phone on floor in forward passenger compartment, partially under LifePort. Successfully transmitted text message to Pat at 0230 to advise of crash and crew status. Successfully transmitted text message to Dave at 0233 to advise of crash, crew status and notification of Pat. Intermittent cell phone signal. Transmitted and received text messages with Pat/Dave until signal lost (never reestablished) at approximately 0300 (last successful text transmission to Pat).

Crew remained together in passenger compartment of A/C to await arrival of ground SAR team. Continued ongoing crew status assessments.

First contact between ground SAR team and A/C crewmembers at 0359 (two snow machines/2 volunteers). Opened A/C door, verified that crew was safe. Closed and secured door pending arrival of full ground SAR team.

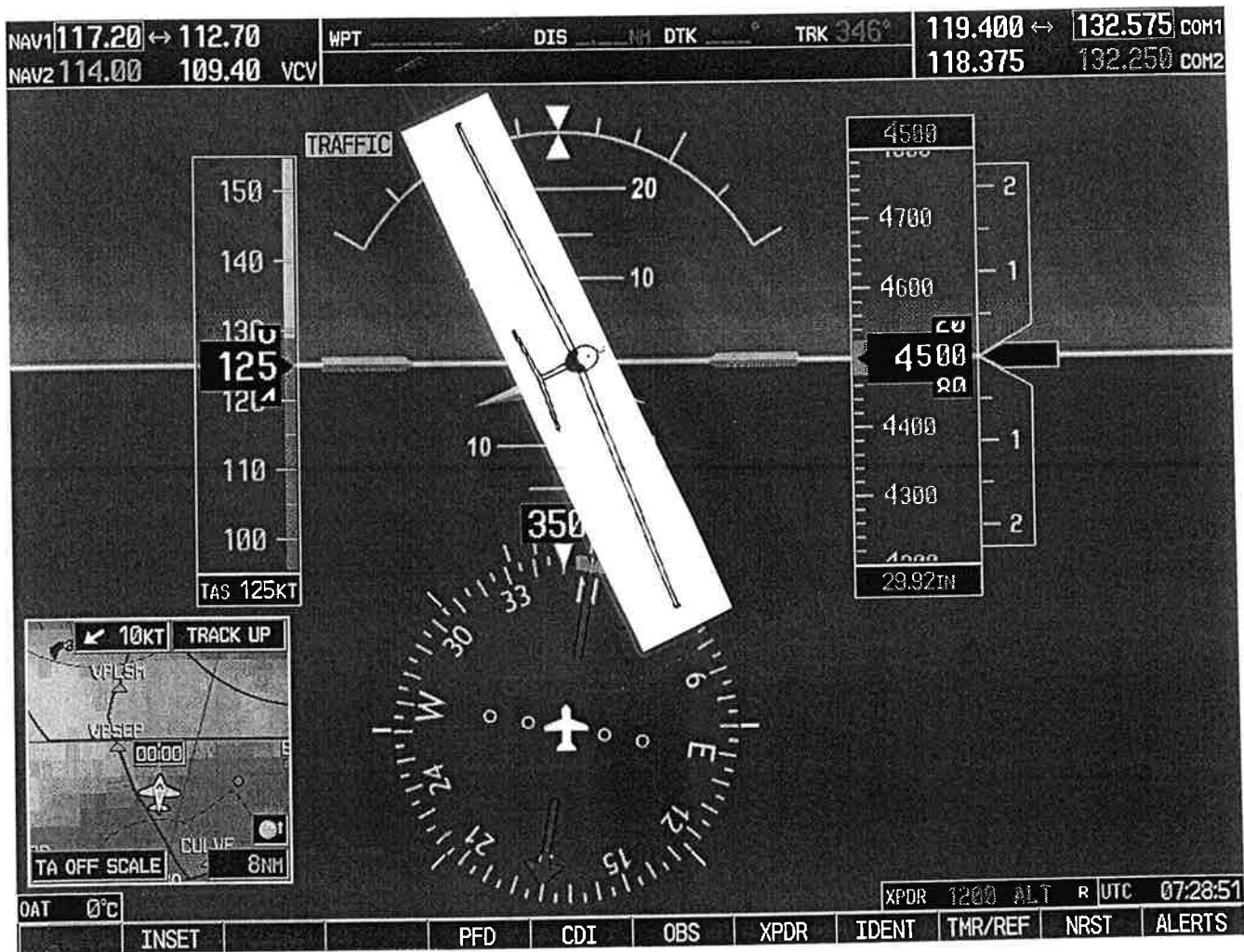
Upon arrival of ground SAR team, crewmembers exited A/C with personal items, ventilator bag, medication bag and Dr. Down thermal wrap. A/C door secured prior to departure. Departed scene via snow machines to rendezvous with small truck on tracks. Transferred bags removed from A/C to truck. Gerry transported to ATQ in passenger compartment of truck – secondary to lower back pain, crewmember with most injuries. Cassie and I given parkas and gloves, transported to ATQ via snow machine.

Arrived ATQ clinic approximately 0450. Entered clinic to assess patient awaiting medevac and update hospital. Met by Jess and Todd in clinic, advised that other medical crew providing care to patient. Awaited arrival of Gerry. Returned to BRW via N789SR.

Notes:

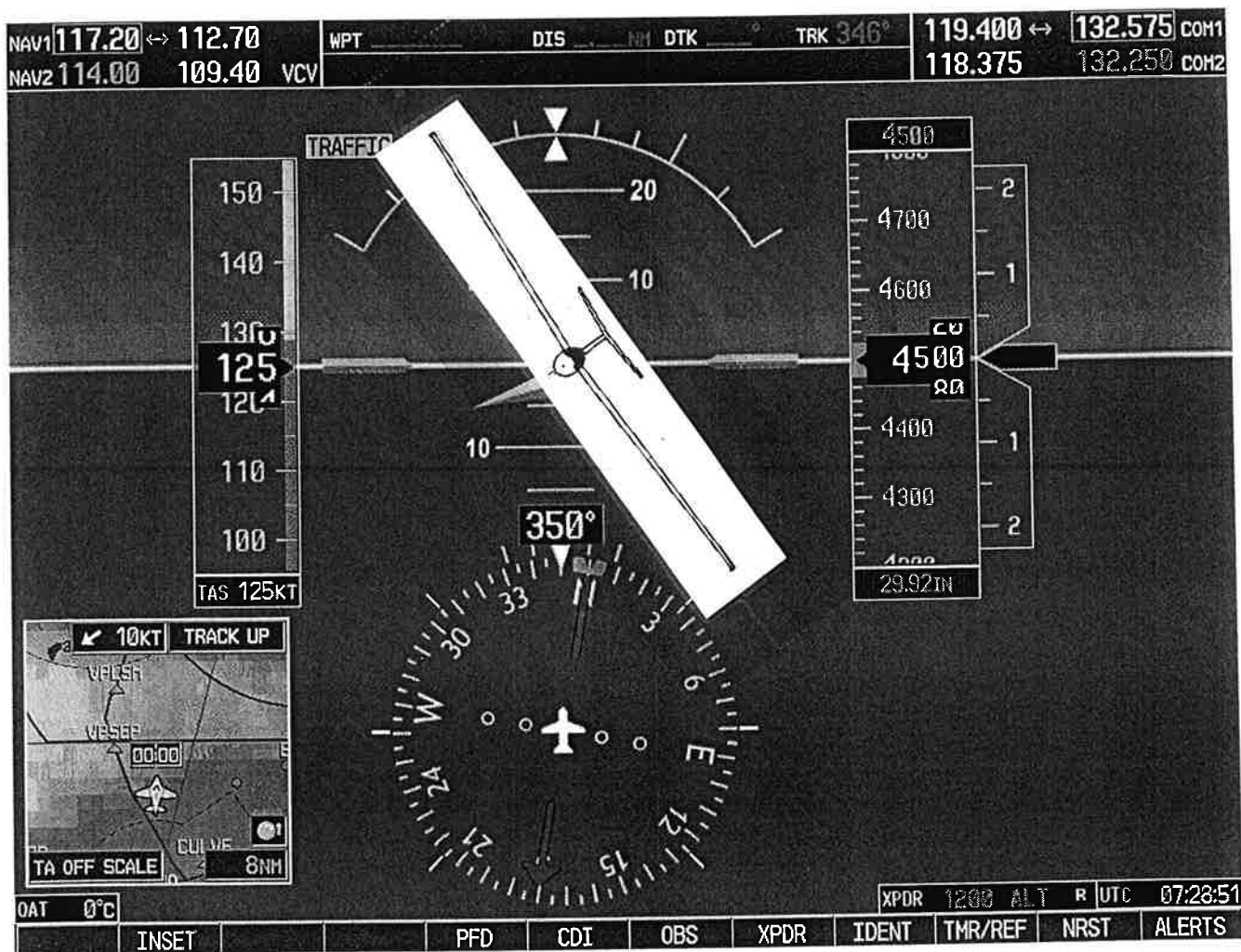
Observation post-impact: Rime formation on starboard wing behind de-icing boot, mid-wing to tip. No rime on port wing.

Weather conditions post-impact: Wind direction – unknown, but perpendicular to port-side of A/C for duration of time on scene. Post-impact ice accumulation to port-side fuselage of A/C.



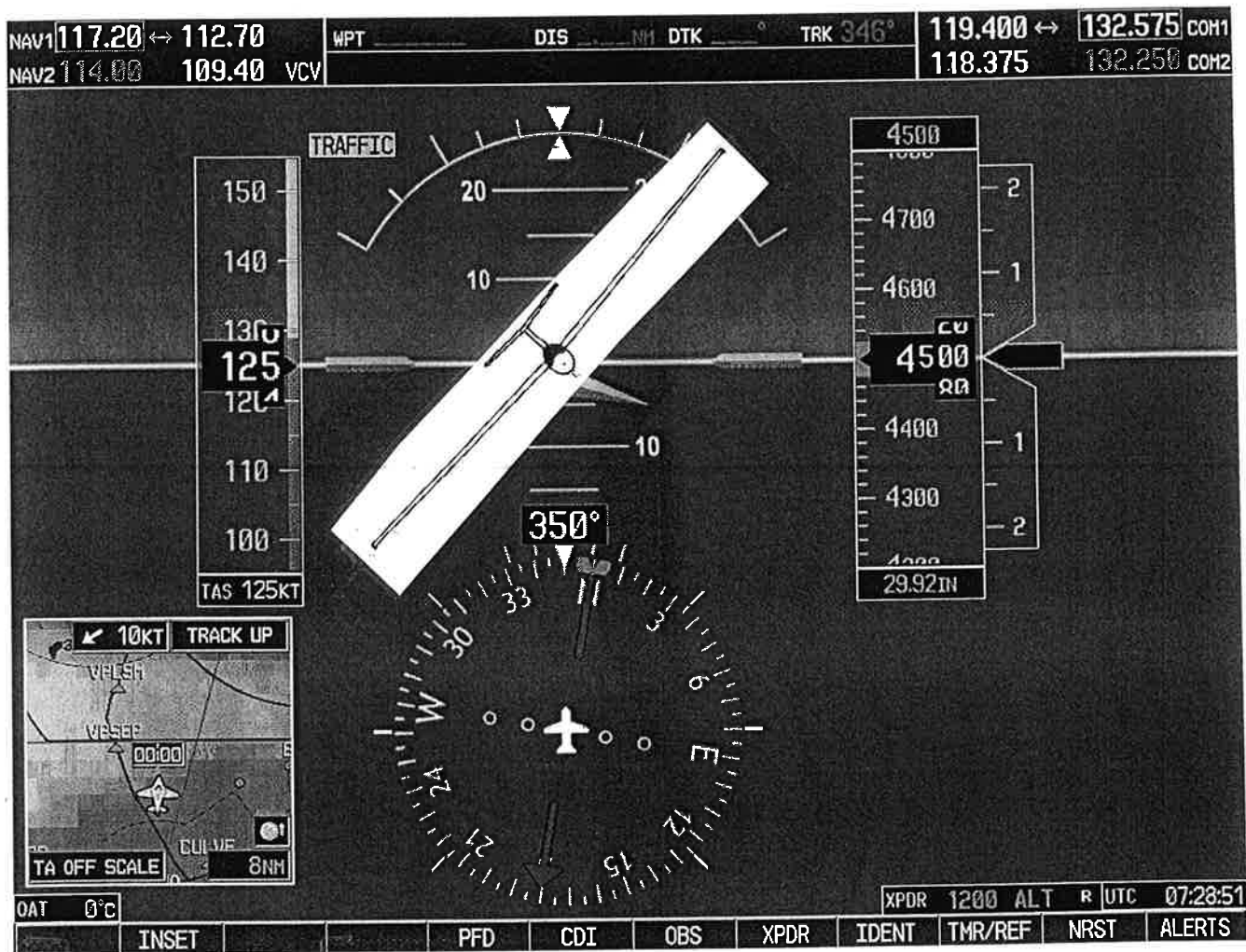
First Roll, Left

Personal recollection of attitude indicator reflecting approximate degree of roll only.



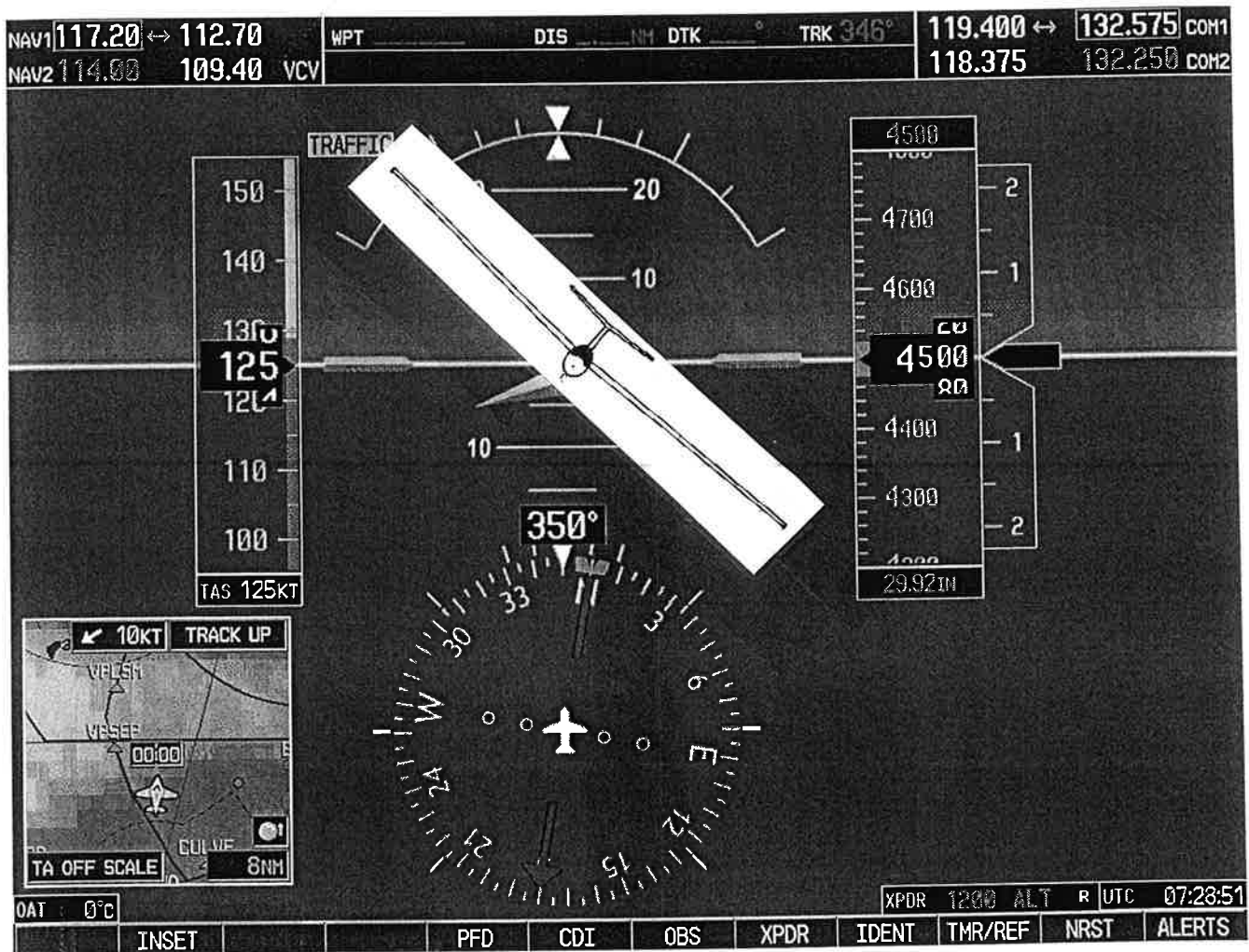
Second Roll, Right

Personal recollection of attitude indicator reflecting approximate degree of roll only.



Third Roll, Left

Personal recollection of attitude indicator reflecting approximate degree of roll only.



Fourth Roll, Right

Personal recollection of attitude indicator reflecting approximate degree of roll only.