

Statement by David Eastep

Helicopter Crash on 2<sup>nd</sup> Jan 2013 N334AM EC 130B4

I do not remember the exact times, in the AM we received a standby call to a scene on I 40. A weather check completed with Weather OK for the flight. I went to the aircraft to remove the covers that were installed on the aircraft, because we were unable to place the aircraft in the hanger. After removing all the covers from the aircraft, we were requested to launch on the flight.

Crew Nurse Tony Wilson, Paramedic Tony Loffis, Nurse/Paramedic Trever Engler. After walk around of the aircraft we boarded the aircraft, normal start and checks then radio call to Seminole Traffic and then to Aircomm with lift off information, at some point we were informed to land at the Okemah Hospital pad and the ambulance would meet us there.

Normal takeoff then turned to a heading of appx. 060 degrees, at some point I changed the GPS to the new pickup location I then informed Aircomm to our new ETE.

Still climbing and at some point between 1600 and 1700 MSL, I heard a sound like something hitting the aircraft and then the engine quit. From this point forward my memory is very limited, I made a turn to a open field to my left ,and made one or two May Day calls, next I saw a fence increased the collective pitch to clear, than cyclic aft and then increased the collective, I recall very little of the autorotation landing. Next memory is hearing voice's wakening up and seeing two ladies asking if they could help. I then noticed a very strong smell of fuel, I asked the ladies to stay back because of the fuel. I reached up and pulled the fuel handle to the aft position and then turned off the battery and direct battery buttons. Next I unbuckled my seat and shoulder harness, then tried to get out on my seat, but I could not move, I then removed my helmet. Then I saw that my helmet had hit the instrument panel, then my right foot was not in the right position and that there was a lot of pain in my right femur. While trying to move my leg I noticed that my seat was still up right and did not collapse. Tony Loffis was walking inside the aircraft and asking what he could do for Tony and me. I asked how Trever was doing he said he was alive but in pain, Trever was outside the aircraft on the ground. I asked Tony Wilson how he was doing he stated that he could not move and was in great pain. Aircomm called on the pilot's phone I answered it but dropped the phone due to pain. Aircomm then called on my phone and a Oklahoma Highway Patrol Officer was checking on me and Tony Wilson, I asked the officer to talk to Aircomm. The officer then ask how he could help, I told him how to open the pilot's and crew doors, as he opened the doors more help was showing up. I think it was a responder from Cromwell was now talking with me and said that there were going to pull Tony out first, than they told me there was no good way to pull me out. I was pulled out next and placed on a stretcher. The flight crew from Tulsa Life Flight was now working on me and said that they were going to put a traction splint on my right leg, I remember Max Wilson hold my hand while the splint was applied and the next thing is that I am in the OU ER.

David Eastep