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9/15/2016

On July 3, 2015 Pilot Patrick Mahany, Flight Nurse Dave Repsher and Flight Nurse Matt Bowe suffered a loss of control of their aircraft resulting in a tragic accident. Although they were all able to extricate themselves from the aircraft; the ground impact forces combined with the ensuing post-crash fire resulted in the death of Patrick Mahany, critically injuring and burning Dave Repsher, and seriously injuring Matt Bowe.

Although we draw no conclusions to the cause of this accident, as with any accident there is a chain of events that led up to the tragedy. There are multiple factors that could have possibly prevented or reduced the severity of this tragedy. As such, there is additional work that needs to be done to ensure our aircraft meet a higher standard of safety including:

- An aircraft should not be certified for flight unless it has a warning system incorporated that would alert the Pilot of an offline critical flight system.
- Parts need to be available from manufactures to ensure timely implementation of Service Bulletin and/or Airworthiness Directive items.
- The FAA has a moral imperative to heed the requests of the HAA Crews that climb into those aircraft under their stewardship every day. HAA crews are helping others in their most dire times and often doing so in aircraft with antiquated safety standards. Those crewmembers are asking the FAA to have a say, appealing to have post-crash survivability vastly improved, and to make immediate changes requiring Crash Resistant Fuel Systems.

Pilot Patrick Mahany, age 64, devoted his life to flying Helicopters and saving lives. Patrick was among the first Civilian EMS Helicopter Pilots in the USA.

Patrick served in Vietnam where he was shot down three times. During his service he was awarded the Purple Heart for taking a round while in flight. He was also awarded a Bronze Star and other medals during his service. Patrick was the man you would want rescuing your own family from a mountain tragedy. Patrick had over 14,000hrs of flight time... that equates to 1½ years of continuous 24/7 flight time. He flew EMS at a time when NVG's and GPS did not exist, weather reporting was minimal, and radio communications to warn of wires at an LZ were non-existent. In this setting up until July 3, 2015, he contributed to the life preserving actions of thousand's of people; which allowed loved ones to be re-united, ensured the future generations of families, and eased the suffering of too many to count.

Patrick served as a Safety Officer at Flight for Life Colorado as long as anyone can remember. His recommendations and mentorship helped many crewmembers avoid accidents/incidents and contributed to an improved safety culture. He also served as an Event Review Committee member for Air Methods/Local 109 where he would evaluate nationwide incidents and make safety recommendations to Air Methods. In 2015, Patrick was elected by his fellow Pilots to the position of Treasurer for the Pilot's Union (Local 109). He largely volunteered for these additional duties and positions because he genuinely cared and wanted to make an improvement to the Safety and working conditions of our Pilots and Crews.

Let July 3, 2015 be the day that marks the turning point in our industry's attitude toward crew survivability. Let us honor Patrick, Dave, Matt, and all the others that have suffered a similar fate. Let the families, friends and colleagues of those lost take solace in the fact that the industry identified a problem and took action so as to not replay the same event again and again. It can no longer be acceptable to lose crewmembers in otherwise survivable accidents. Let us learn from Patrick, Dave and Matt's tragedy and evolve to have a safer future for all Pilots, Crew and Patients.