

Scaled Composites, LLC
Koehn Dry Lake, CA
October 31, 2015
DCA15MA019

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.**

ATTACHMENT 9

Emergency Responder Statements


3 Pages

Mojave Air & Space Port
Aircraft Incident Report
October 31, 2014

At approx. 1000 hrs., at the direction of Stuart Witt and Fire Chief Richard Fauble I boarded a NTPS helicopter to provide rescue and emergency medical services for report of a downed aircraft. Upon landing near Cantil road I departed the aircraft with a Flight Surgeon and NTPS photographer who assisted me with patient care. We took our trauma bag, AED, and O2 bags with us. Upon arrival we located a male pilot in the dirt in a sitting position. I observed a contusion over his right eye and, asked him if he had any additional injuries, and he stated that he had a sore right shoulder, possible broken right arm, injuries to his right wrist and possible broken right ribs.

Patient had a level of consciousness x 3 and responded to verbal stimuli. He also had dirt and debris in his eyes. He had no shortness of breath, and good ABC's, good motor function, and good cap refill of all extremities. We supported his neck and used KCSO deputies for inline immobilization. We used his parachute as stabilization and to protect him from rotor wash, and the elements. KCFD 408 landed approximately 5 minutes later, and we used the O2, trauma gear, and backboard off of their aircraft. I finished my primary trauma assessment and checked DCAPBTLS of all extremities. We then finished C-Spine precautions, continued to administer hi-flow O2, and packaged him for transport. Mercy Air-14 landed, I briefed them on the condition of the patient and then we loaded him into MA-14. He was then transported in stable condition to AV Hospital.

The NTPS helicopter departed to check on the Space Ship-2 crash site as I was administering treatment to the first pilot. Afterward we loaded all of our gear, and returned to Mojave Air & Space Port via KCFD helicopter 408.


Patrick Campbell
Patrick Campbell
Firefighter/ EMT
Mojave Air & Space Port

*approved Release to
NTSB Team
[Signature]
3 Nov 14
0911*

On 10/31/2014 I was on duty at Mercy Air 14. At approximately 10:20 we were outside awaiting the landing of Virgin Galact spaceship 2. We witnessed the flight school next to us frantically pull out a helicopter out and load equipment from the fire truck. They eventually lifted with the fireman on board. We were out of service at the time with maintenance. Our pilot Ed was just landing and I notified him that we needed to go back in service as quickly as possible in which we did. We were put on standby immediately for an alert 3. I spoke with ECC and asked if they wanted us to launch as it was an auto launch area and we could be closer if needed. They advised to remain on standby.

At approx. 1100 we were requested to launch to the scene. We transported the lone survivor of the crash. My interaction with the pilot was minimal. My partner did the initial assessment on the ground. We received report from the fireman on scene who stated "patient is awake and alert, does recall being thrown from the aircraft and tumbling through the air, patient does not remember whether or not he pulled the cord for his parachute"

During flight I asked if he was having pain. He was able to tell me that he had pain rated at an 8. I asked if he was able to recall what happened and he responded yes. Upon arrival at the hospital he was able to tell me his full name and date of birth. Other than that I did not ask any further questions regarding the accident or what he was able to remember.

Thank You

Kathy BransonRN

From: Edmund M. Keefe, Mercy Air 14 pilot and Air Methods employee (661 816 6004)

Subject: Mercy Air 14 pilot statement from Edmund Keefe regarding aircraft mishap

On October 31st I was the medevac pilot that flew Pete Siebold from the crash site to Antelope Valley Hospital. Around 1000 AM I was conducting a compass rose swing in aircraft 407 with the mechanic. We finished our compass work and flew back to our dolly. On the way back I heard on Mojave tower frequency a "request for the helicopter." We landed and called ECC and Aircom to put us back in service in the county. While I was doing my post flight walk around I noticed a lot of people pushing a Huey out of the test pilot hangar. There were firefighters running around and jumping in the Huey with medical bags. I had heard the request for a "helicopter" on the radio and now I was watching a lot of people cold starting a Huey and getting ready to launch. I asked the nurse Kathy Branson to call ECC and see if they wanted us to launch. ECC said they did not want us to launch. They put us on stand by some time after that phone call. It was strange to me that they did not want us to launch because we all knew that there had been a major malfunction with the rocket and at least one parachute had deployed.

We, the aircrew, waited at the aircraft listening to radio traffic on ECC about other helicopters launching to the crash site. After waiting by the aircraft for 20 minutes we finally got the launch call. We jumped in and flew about 10 minutes to the crash site. I believe I was the 5th helicopter to arrive at the crash site. We landed next to the pilot as the firefighters were giving first aid. We were on the deck for about 5 minutes. The ground team did a great job packaging the victim and getting him into our helicopter. We departed the crash site and proceeded to Antelope Valley Hospital which took about 20 minutes of flight time. The Mercy 14 medical team transitioned the care of the victim to the ER staff at Antelope Valley Hospital.

All emergency situations are dynamic and fluid but I believe Pete Siebold was very lucky to survive this crash. I estimate that Pete Siebold lay on the ground for 30 to 40 minutes before Mercy 14 was given approval to respond.