

NATIONAL TRANSPORTATION SAFETY BOARD

 IN RE: :
 :
 THE AIR AMBULANCE CRASH : NTSB Accident No.
 THAT OCCURRED NEAR SUPERIOR, : WPR16FA040
 ARIZONA ON DECEMBER 15, 2015 :
 :

INTERVIEW OF: DEREK BOEHM

Friday,
January 15, 2016

Mr. Boehm's residence

BEFORE:

ANDREW SWICK, NTSB
ZOE KELIHER, NTSB

This transcript was produced from audio
provided by the National Transportation Safety Board.

P-R-O-C-E-E-D-I-N-G-S

12:38 p.m.

1
2
3 MS. KELIHER: And Derek, do you mind if we
4 record this?

5 MR. BOEHM: No. Please do.

6 MS. KELIHER: Great. So a remarkable story.
7 My God. I can't even imagine what you went through.

8 MR. BOEHM: I'm glad to be alive, so -- a lot
9 of, a lot of people helped me.

10 MS. KELIHER: I wanted to stress the point of
11 why we're here, is to try to prevent this from
12 happening again.

13 MR. BOEHM: Of course.

14 MS. KELIHER: We're going to do everything
15 we can, to try to figure out what happened. But all of
16 it is figuring out the response time, figuring out how
17 Air Methods could do better.

18 MR. BOEHM: Sure.

19 MS. KELIHER: If it had the possibility of
20 doing better, and they've been very responsive and
21 receptive, and, well, again --

22 MR. BOEHM: I couldn't agree more.

23 MS. KELIHER: -- the community of people is
24 huge.

25 MR. BOEHM: Thank you. Yeah. No, they've been

1 wonderful, so --

2 MS. KELIHER: So if you can just start -- I
3 know that you've already talked to Andrew, and I've
4 heard from everybody of different things that you've
5 said, but if you can, if I can just have it from you,
6 go through the whole events of the day, and anything
7 that you can remember of that day.

8 MR. BOEHM: Yeah. We, you know, we got
9 dispatched, it was a little before noon, around
10 noontime. It was a nice day, and we were doing online
11 training before that, and Schneider's done his
12 checkoffs and everything and -- I call him Schneider. I
13 know his name's David. I just call him Schneider. You
14 know, it'd be weird if I didn't call him Schneider, so
15 -- we were in a great mood, you know, just joking
16 around, the usual stuff.

17 We grabbed our vests, like our, just our
18 zip-up vests because it was chilly, and then we grabbed
19 our goggles, just to put in the tail, just in case we
20 got traffic, like in or out, so that we, you know, just
21 we have them.

22 Once the ship launched to Cobre Valley, you
23 know, short flight, it was a -- I believe it was like a
24 70-year-old, 65- or 70-year-old gentleman for a
25 stennie, you know, legit, like he, he was, he was sick,

1 and needed to be seen at Baywood.

2 So we -- we got him packaged up pretty
3 quickly, and he was stable throughout the flight. I
4 think the flight to Baywood was -- it was short, maybe
5 20 minutes-ish. Did great, offloaded just fine. Then we
6 flew over to Williams, and, you know, did just the
7 usual routine. You know, Schneider talked to the field
8 guys and refueled there. Chad and I -- I think we all
9 went inside, you know, used the rest room, and got a
10 coffee, whatnot.

11 So everyone, we were all in a great mood,
12 all smoking, joking, just, you know, the guys having
13 fun. You know, it's fun to go to work with your
14 friends; you know.

15 Got back in. Did our walk-around. Nothing
16 out of the ordinary. You know, we, we are always good
17 about that. Like I said, Schneider was the base safety
18 officer and he, he really took the job seriously. So we
19 were always real diligent about doing our walk-arounds,
20 and make sure the doors are closed, and the fuel cap.
21 Nothing out of the ordinary. Nothing I recall, at all.
22 And the ship had just gotten back from a 600 hour
23 inspection like the week before, so -- and even the
24 pilots, they made comments like -- wow, this thing
25 drives so great now. So, you know, you know, pilots

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1 love their ship, so, you know.

2 We launched from, from Williams, cleared the
3 tower, you know, three souls on board. I think we had
4 like an hour and 50 minutes of fuel, you know, 25
5 minute ETA back to base.

6 The only, the only thing that was like out
7 of the ordinary -- I'm not sure if you guys are aware
8 of Chad's situation with his wife. They -- they had
9 separated about six weeks prior, and his, his house was
10 on our flight path back to base, and he had been -- I'm
11 assuming he, he had texted his daughter, Sydney, and he
12 asked Schneider if he could just orbit around the house
13 real quick to wave, you know, and he did, you know, he
14 did. And that wasn't an un -- uncommon thing, you
15 know, because he, you know, he loved
16 his little girl. So he asked Schneider if he did --
17 have a problem. He knew where his house is, and --

18 MS. KELIHER: When did that discussion take
19 place?

20 MR. BOEHM: We lifted, probably within two
21 minutes of being there, two-three minutes being there,
22 and just asked Schneider if we can just go orbit around
23 so he can wave to his little girl, and -- and he did.
24 We saw his house, and did maybe two-three orbits, and
25 then just, you know, right back on to his flight path.

1 And --

2 MS. KELIHER: What direction did you orbit?

3 MR. BOEHM: I think we did -- I think it was
4 like a -- we were eastbound and --

5 MS. KELIHER: Did you go see him or did --

6 MR. BOEHM: Chad. So they did a right-hand
7 orbit.

8 MS. KELIHER: Okay.

9 MR. BOEHM: Yeah. Did a right-hand orbit. So
10 -- so Chad was looking down and waved. And went back
11 eastbound. No issues. You know, Schneider always -- he
12 flew lower than other pilots, but he's never, never,
13 you know, like dangerously low or anything.

14 And there are some, like those remote
15 control parks out there, we're always eyes out,
16 especially with drones and all that stuff now. So we
17 always make sure we look out in, in those areas.

18 But there was nothing out of the ordinary,
19 you know. Like, you know, Chad was going through the
20 paperwork. I had the, I had the laptop. I was just
21 getting that going. We were, we were talking about
22 the, you know, the flight, and, you know, like cardiac
23 patients, like, you know, time is, time is tissue. So
24 we try to -- we were trying to think about like things
25 we could do better, like, you know, to move quicker or

1 whatnot, so -- but, you know, we're Monday morning
2 quarterbacking ourselves, so -- but it went really
3 smooth. He did really, really well. So it was just
4 something we like to do, you know. You know, it's fun.
5 Schneider -- Schneider's always trying to help.
6 Schneider was always the best -- he liked to clean the,
7 the stretcher for us. So it's like Thanks, dude. You
8 know. Ha, ha, ha. But yeah, like I don't remember
9 anything. There were no abnormal vibrations, or sounds,
10 or smells.

11 I mean business as usual, you know, going
12 back to base. You know, and he -- Schneider had his
13 own path. Like I, I told him before, like he, he went
14 past the -- to the east, you know, there are some rock
15 formations. He just liked to fly by and so we, we took
16 his route. You know, each pilot has their own little
17 route. They're -- you know, I say they're like surfers.
18 They have their own little way they do things; you
19 know.

20 And we were never -- it never felt at risk,
21 or like he was distracted, or anything. Nothing like
22 that. I remember, he was talking -- because he was in
23 the Army, and he was talking about, you know, being
24 overseas, and, you know, kind of things that they did,
25 and it was interesting to hear that from him. Because

1 we were all in the service, but, you know, a real
2 helicopter pilot, so -- so he was talking about that.
3 And, you know, Chad and I were just working on the
4 chart, and, you know, that's when just, I just heard
5 Schneider go Oh -- oh, shit and banked hard right, and
6 hard right.

7 Hard right. Lost altitude fast. See it
8 coming. Then we just hit, like you just -- it's
9 surreal. You know, this, this happens in seconds. You
10 know, this -- I remember, I just grabbed my -- I think
11 I remember grabbing my harness, and then just -- that
12 was it, we just hit, and then like I never heard him
13 yell mayday or do anything. And then like that, it was
14 just Oh, shi -- you know -- Oh, shit, hard right bank.

15 And I tell people it's like try to, try to
16 do a U-turn at 60 miles an hour. That's how hard we
17 banked. It was just so hard, you know, really, really
18 hard. I don't remember seeing anything out of the
19 ordinary, like there wasn't birds, or any, any sort of
20 obstacles, or, or anything. You know, it's the route we
21 take back all the time, you know, with Schneider. So I
22 don't know why he would -- I don't know what scared him
23 so hard to make him bank hard right like that. Like,
24 you know, he's a guy that doesn't rattle easily, and
25 he's a very, very good pilot, so -- I know -- then we

1 hit. We hit, and, you know, I tell people it's like
2 wiping out on a wave in the ocean. You know, just --
3 you just -- you tumble and tumble, tumble, tumble, and
4 tumble.

5 And you don't know which way is up. I
6 remember the wind screen blew, blew in, and hit me. I -
7 - I had my helmet on, and, you know, I had cinched down
8 my, my harness. It's kind of like one a my morning
9 routines so -- which I could only emphasize to people,
10 if you could one thing, is make sure you tighten your
11 straps down on every flight. You know, and that's --
12 that was just huge. You know, and looking back on it,
13 like I wish I'd had my -- just my -- normally, I have
14 my sunglass, you know, shield down, but even just a
15 clear visor like that, because you guys have probably
16 seen pictures of my face, it got pretty beat up so --
17 but, you know, wear your chin strap. I mean, even
18 though mine tried to kill me a little bit; but it's
19 worth it.

20 You know, after we, after we tumbled -- like
21 I remember, I remember feeling like things hitting me.
22 Like ve -- it felt like vegetation at one point. And
23 then I just remember, it felt like things were hitting
24 me. And then it was over before you know it.

25 You know, we stopped. I was never -- I never

1 lost consciousness. I just -- I never, never got my
2 bell rung, anything like that. I remember just, when we
3 stopped, and I was able to look around and get my
4 bearings, I was on -- I was hanging on the -- out of
5 the left side of the ship. The ship that was up, you
6 know, off the high side, by my harness, and my --
7 somehow, my harness had opened, and I was just hanging
8 by my straps.

9 So my helmet was gone. My, my glasses were
10 gone. I was just hanging there, and then -- I kind of
11 remember, I had my shears. I took out my trauma shears,
12 and, you know, I tell people, you know, it's like you
13 think you'd start screaming for help in a situation
14 like that is -- it's kind of surreal. It's just like
15 you become so task-oriented all of a sudden.

16 And it's just like, okay, oh, my God, we
17 crashed. I'm thinking, oh, my, oh, my God, I'm alive.
18 All right. All right. And then I say all right, task
19 number one. I got to get out of my harness. You know.

20 So I had taken my shears out, and I couldn't
21 remember if I tried to hear what you guys said. I must
22 have used them just to like pry, pry them loose,
23 because they're really, really tight. I just got some,
24 some slack out of them. I was able to get out of the
25 harness pretty easily, and then, you know, went to the

1 ground. I knew there was something wrong with my -- my,
2 my shoulder. But I could -- I still had mobility. I
3 could feel some snap, crackle, pop, kind a, you know,
4 crepitus in my shoulder, so -- but I still had
5 movement. It didn't -- I didn't feel any pain, at all,
6 at this point.

7 So I slid down, landed in the snow, and just
8 -- I just started calling out for Schneider and Chad.

9 MS. KELIHER: Could you hear noises at this
10 time? Could you hear anything with the helicopter? Any
11 clicking? Any --

12 MR. BOEHM: No. No. Dead quiet. Dead quiet.
13 Like I -- small clicks, metal.

14 MS. KELIHER: Yes.

15 MR. BOEHM: But nothing electrical.

16 MS. KELIHER: Yes.

17 MR. BOEHM: Nothing electrical.

18 MS. KELIHER: And then right before -- you
19 said as you were going -- do you remember anything of
20 how your harness was? Because you said you were holding
21 on to it, and then it was tight.

22 MR. BOEHM: Yeah. I, I -- I -- when he said
23 Oh, shit and we banked hard right, I think it just
24 scared me and I grabbed it, and I just remember when we
25 hit, and then everything -- everything was just

1 tumbling. But like in the -- like I say in the
2 morning, like every morning I took off the ship, and
3 make sure I get in, and it's like I keep it at, you
4 know, click in, and like right on my waist, and I
5 tighten it down. You know, not Mission to Mars tight,
6 but I say toddler tight. You know what I'm talking. You
7 know, like, like one finger.

8 Like one finger like behind it. And that way
9 like I, I felt safe. Like even if I had to get out of
10 harness for a patient, whatever, you know, is okay.

11 MS. KELIHER: So do you balance when you're
12 charting? Do you balance the laptop on your knees?

13 MR. BOEHM: Yeah. I had it on my knees.

14 MS. KELIHER: So it was --

15 MR. BOEHM: Yeah. Like literally, it was from
16 there to, you know, boom, within, you know, a second.
17 Just all of a sudden.

18 MS. KELIHER: Did you -- when you say that
19 you felt the hard right, and it was going down, how did
20 that feel? Did it feel heavy? Light in the seat? Right?
21 Left? On the seat --

22 MR. BOEHM: Straight down. Heavy in the seat.
23 Like -- like a drop, like you could feel your butt drop
24 in to the seat. I don't remember shifting in any one
25 particular direction. Just hard right, drop down in the

1 seat, like I can feel like the, the gravity pushing us
2 down. And then I remember, I had my feet flat on the
3 deck, and just when we hit, like I remember feeling
4 that impact on my feet, which is, you know, just like
5 belly flop, almost type.

6 MS. KELIHER: And any of this -- you guys are
7 still on com --

8 MR. BOEHM: Still on headset. Yeah.

9 MS. KELIHER: So anyone say, scream,
10 anything?

11 MR. BOEHM: No; no. Nothing. Nothing. No; no.
12 Nothing at all. Like no mayday. No nothing. No help.
13 No, no screaming of any kind, until like, like when I
14 got out of my harness, I landed in the snow, and we
15 were on the surface, you know, so I just -- I yelled
16 for Schneider. Schneider, sound off. You know, Chad,
17 sound off. Where are you guys? Where are you guys? And
18 I -- I could hear Schneider up in the, in the cockpit,
19 you know, in his, in his seat, just taking his last
20 breaths, just like agonal, like traumatic agonal last
21 breaths, just maybe five or six breathes, you know,
22 about a minute's worth.

23 He never -- he never shouted out. He never,
24 never said anything. Just deep agonal breaths. That's
25 how I describe. Just, you know, like. You know, that,

1 that -- I can only imagine what, what his injuries
2 were, you know, pretty substantial. They said they were
3 really --

4 MS. KELIHER: We're still waiting to hear
5 back from the coroner but --

6 MR. BOEHM: Yes. I can only imagine. But he -
7 - he died very quickly, so -- I would say within 60
8 seconds of hitting. May -- maybe a little bit more. But
9 he never -- if I had to guess, I would say he took five
10 or six breaths and passed away. Never said anything. I
11 don't know if he -- I don't know if he like activated
12 the ELT on the panel, or did -- shot the electrical or
13 anything, because there -- there was no noise from the
14 ship itself. Like nothing.

15 Like that was --- it seemed out of place.
16 Like you think you would hear things going. It was, was
17 really quiet. And then Chad -- Chad, Chad shouted out.
18 Chad was alert and oriented, times more, just like you
19 and I, just speaking. He -- he was completely aware.

20 And he was laying on his back in the snow,
21 with his feet towards me, just in his flight suit, and
22 he was pinned -- he was crushed underneath the ski --
23 the ship was on the ground. Like the ship was laying on
24 the upslope of a mountain. Like you guys see that. The
25 skid that was on the ground, he was being --

1 MS. KELIHER: So is that the right or the
2 left skid?

3 MR. BOEHM: That would -- if you were looking
4 at the ship, it would be the one on the left, so -- but
5 if you were seated in the ship, it'd be the one on the
6 right.

7 MS. KELIHER: I was going to say, was it --
8 so it was his side?

9 MR. BOEHM: Correct.

10 MS. KELIHER: So that side --

11 MR. BOEHM: Correct

12 MS. KELIHER: He was under that skid?

13 MR. BOEHM: Correct.

14 MS. KELIHER: Got it.

15 MR. BOEHM: Yeah. You know, I've been
16 wracking my brain about that, like, like how did he get
17 underneath there, and the only thing -- like it goes
18 back to harness. Because some people, some people leave
19 them loosey-goosey, and sometimes you're just in a
20 hurry, and I get that.

21 MS. KELIHER: Well, if you're moving around
22 too.

23 MR. BOEHM: Yeah. Well, and that's another
24 factor. You know, I just tell people, like I honestly
25 think tightening my harness straps down is what saved

1 my life. Like that stopped me from being ejected. And
2 I, I can only speculate that that may be what got Chad
3 ejected, was just the, the harnesses weren't -- they're
4 like -- you know, because they're, they're very good
5 harnesses.

6 You guys know how it is. They're great
7 harnesses. If I had to guess, that's what got him
8 underneath -- somehow he got ejected out of the ship,
9 and then, you know, he, he was trapped underneath the
10 skid. He was on -- I think he was on top of a bigger
11 rock. There was a rock covered in snow. But he was, he
12 was on his back, in the snow, with his feet towards me,
13 and the, the skid was on top of him, basically from his
14 right arm down, if I remember right.

15 He was -- you know, he was, he was yelling
16 to me like, Derek, I'm over here, you got to help me.

17 MS. KELIHER: Were you guys wearing gloves?

18 MR. BOEHM: No; no. No. we weren't wearing
19 gloves. That would -- that would have been nice.

20 I -- I've kind of told people, like I make
21 sure -- you can just have like mittens or something,
22 like in your flight suit, like a beanie, you know, like
23 something -- that would a really helped, because with
24 the snow, and like trying to just move things and all
25 that. Like you're freezing, your hands are freezing, so

1 --

2 MS. KELIHER: Did Schneider fly with gloves?

3 MR. BOEHM: Schneider flew with gloves. Yeah.

4 He had pilots gloves. I don't recall if he was wearing

5 them, but I remember -- see, he used to wear them all

6 the time. Like he, he did fly with pilots gloves.

7 MS. KELIHER: He would work the radios and

8 everything with them?

9 MR. BOEHM: Yeah; yeah. Yeah. He -- yeah. I

10 remember he wore like the, the good pilots gloves. So I

11 think they were the ones he had in the service too. I

12 don't remember if they're OD green or, or what. But I

13 remember -- I do remember him having those.

14 He was fun like that. Schneider -- like I

15 say, he's the safety officer, and he's, he's fun. He's

16 a nice guy. But yeah, Schneider, Schneider -- or Chad

17 was trapped underneath there, and he was talking to me.

18 He was calling for help. He said I can't, I can't move

19 my right arm.

20 And when I hit the snow, like I, I knew

21 something's wrong with my arm. But when I hit the snow,

22 it was like whew, my legs, you know, like I kind of did

23 like, like a function check. I was like I can move my

24 ankles and my knees, but like my thighs, I was like,

25 whew, something, something's not right here. But, you

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1 know, I, I was alert. I was conscious. You know, I
2 didn't have any numbness or tingle anywhere, so I di --
3 I wasn't suspicious of any spinal injuries, you know,
4 like, like a spinal cord, that type thing.

5 Like I knew I had fractures, but it wasn't
6 until I tried to get up, to go help Chad -- that's
7 when, when he called for help, I said, oh, my God,
8 dude, I'll be right there; you know. So when I picked
9 myself up, I just felt pop, pop, pop, pop -- you know,
10 like the -- like that crepitus, which I thought it was
11 my pelvis. I really -- I, I was convinced it was my
12 pelvis. I was just like, oh, my God, you know? That was
13 scary. Like it was scary to feel that, and then, you
14 know, it's even harder because you want to go help, you
15 know, your, your buddy.

16 So I told Chad, like, Dude, I'm hurt, you
17 know, I, I can't really move my legs, bro. So my --
18 luckily my right arm -- like there was a rotor blade
19 that had come down.

20 Where I landed, there was a lot of brush,
21 like real thick brush, real tall -- taller than me,
22 real thick, that kind of wrapped around where I was.

23 It made like a little, a little fort almost.
24 I was in there. But the rotor blade had come down,
25 right by, next to me, and there was fuel leaking, kind

1 of like at a -- it's like you push your button on a
2 water fountain, like that, that was about the rate it
3 was leaking. So was -- there was quite a bit.

4 You know, of course it was -- it was all
5 over us. Thank God. My two biggest worries was one,
6 the ship was going to catch on fire, and then two, the
7 ship was going to roll, like somehow become unstable
8 and just roll back over on us. So like -- but I let --
9 you know.

10 MR. SWICK: At this point were you covered in
11 fuel?

12 MR. BOEHM: Yeah; yeah. I think as soon as
13 we, we landed down there, down there, we were all
14 covered with fuel. So I'm not exactly sure --

15 MS. KELIHER: Okay. Keep going.

16 MR. BOEHM: Just me, me sliding down or what.
17 That's when I got fuel. I just remember -- there was a
18 lot of fuel like on the ground, and -- it wasn't
19 spraying. It was just like if you turn on a faucet, it
20 was just a slow leak out of there.

21 MS. KELIHER: So the -- how far apart were
22 you, distance, from Chad?

23 MR. BOEHM: I could reach over this -- like I
24 could reach over with my good arm, and probably from
25 like right here to here, like I could grab -- I grabbed

1 his, his ankle, and his flight suit, and we tried to,
2 we tried to pull, and like I was pulling and pulling
3 and pulling and pulling. We probably tried for 20
4 minutes, trying to get him out of there, just trying
5 everything -- everything.

6 MS. KELIHER: But you couldn't move either?

7 MR. BOEHM: No; no. You know, it's just like
8 Dude, you know, use your feet -- probably. You know,
9 come on, man, we can do this. And -- but he was
10 trapped. I mean, he was -- he was trapped. You know,
11 Andrew, you saw him. You know, he -- he -- all the, all
12 the helicopter on him. You know, I'm surprised it
13 didn't sever his arm, if, if anything, like it just --
14 it's frustrating, because you, you wanted to help but -
15 -

16 MS. KELIHER: Of course.

17 MR. BOEHM: You know, again, there just came
18 a point where it's just like, well, this is, this is --
19 this is -- it is what it is right now. And it's all
20 right, dude, like we just got to stay positive, bro.
21 You know, like our friends are going to find us. I kept
22 telling him -- I said our friends are looking for us.

23 MS. KELIHER: So I'm sure for the rest of the
24 time, because we know when, when they saw your cell
25 phone.

1 MR. BOEHM: Yeah, yeah; yeah.

2 MS. KELIHER: From that time, when, when, in
3 that, did you know that you were losing Chad?

4 MR. BOEHM: He was doing good. He said --
5 like after we tried, tried to get him out -- this is
6 like around sunset, like twilight. It was cold. It was
7 cold. It was cold.

8 MS. KELIHER: I can only imagine.

9 MR. BOEHM: And that Native -- I think it was
10 Native 3 had passed over us, returning back from
11 flight, and I don't think they knew we had crashed. But
12 I told --- hey, dude, ships are in the air, man,
13 they're looking for us. You know, like we're going to
14 get out of here, man. Like we're going to get out of
15 here.

16 MS. KELIHER: So when Native Air, when 3
17 passed over, was Chad still there?

18 MR. BOEHM: Chad was still alive. Yeah; yeah.
19 You know, we're going to get out of here, dude. You
20 know, we're going to do this together, or -- so God's
21 with us, man. Like we're going to get out of here.

22 MS. KELIHER: Did you have his cell phone
23 too, that you were using?

24 MR. BOEHM: No. Chad had his, he had his base
25 supervisor phone and his cell phone.

1 MS. KELIHER: Was he trying to use them?

2 MR. BOEHM: No. I tried mine. I had tried
3 mine. No signal, no nothing, no nothing. You know, I
4 tried texting my wife. You know: Can you read this? You
5 know. And I tried 9-1 a couple times. And just nothing.
6 I think at one point I had Of R but never made contact,
7 you know, so -- again, you know, and you just, just got
8 to push on. You know, like okay, this is -- it is what
9 it is. You know, not that -- the whole time it was
10 like, you know, I kind of told Chad like, like -- like
11 a situation report. Hey, dude, you know, Schneider's
12 dead. Like the ship's intact. You know, like I told
13 him, I said I'm, I'm hurt, but I'm okay. You know, it
14 was like ELT's got to be going off. You know, I told
15 him it's like ELT's got to be going off. It's like our
16 friends are going to find us.

17 Like, you know, that was, that was our, our
18 strength, right there, is that ELT's going off, it's
19 only a matter a time.

20 So, you know, Chad was talking to me, and
21 he's like dude, I think I have pneumo, like I think his
22 lung collapsed, and he was having a hard time
23 breathing. He wanted to needle his own chest, but -- he
24 used to carry them in his left pocket, in his left
25 lower pocket on his flight suit. But we couldn't get to

1 them. Like, like we're going to get to them, and he can
2 needle his chest. So, you know, it's frustrating
3 because he probably -- like if I had to guess, I'm sure
4 he had, you know, a lung injury of some sort, given the
5 ship, and everything he went through.

6 But he was breathing, he wasn't -- he didn't
7 have labored breathing. He was able to talk to me in
8 four word sentences. He said he was cold. You know, we
9 were freezing. It was -- Dude, I'm so cold, too, you
10 know.

11 He -- he didn't cry out, or anything. It's
12 just like, you know, it's just like, Dude, you got to
13 help me, we're going to get out of here. Just he said,
14 I know -- I know, bro. We're going to get out of here.
15 I told him, you know, our friends are going to find us.

16 So 3 had passed over us, and then once the
17 sun went down it -- it was -- it was freezing. It was
18 freezing, you know, and I could hear Chad's -- his, his
19 breathing --

20 MS. KELIHER: Changing?

21 MR. BOEHM: Was changing, and I, I knew, I
22 knew he was in trouble. You know, I was talking to him.

23 MS. KELIHER: And that's already when the sun
24 -- it's now night?

25 MR. BOEHM: The sun -- yeah. Once the sun

1 went down, like this is when it went bad for Chad. He -
2 - he said, I'm so cold, I'm so cold. I'm freezing too,
3 bro. It's like there's got to be -- our friends are
4 going to find us, man. Like it's not much longer; you
5 know.

6 But like probably --

7 MS. KELIHER: So he was still talking when
8 the sun went down?

9 MR. BOEHM: Not much. And he just kind of
10 moans, just a couple a moments, and then like I knew he
11 slipped away. Like I knew, I knew he, he had -- he died
12 and just slipped away. He -- I think -- I just think he
13 got too cold. I think he got too cold, and then his
14 injuries caught up to him and --

15 MS. KELIHER: Yes.

16 MR. BOEHM: He went -- he was peaceful. It
17 was peaceful. Just slipped away.

18 MS. KELIHER: Yes. Do you remember when the
19 helicopter finally did come?

20 MR. BOEHM: Oh, yeah; yeah.

21 MS. KELIHER: Did you pass out during any of
22 this time?

23 MR. BOEHM: No; no. This time, you know -- at
24 this -- like after Chad died, I knew -- like I was
25 sitting there freezing, just in my, my little, my

1 little spot. I was like I'm going to die. The next
2 thing that's going to -- I knew the thing that's going
3 to kill me the quickest was the cold.

4 MS. KELIHER: Yes.

5 MR. BOEHM: So all right, Task No. 2 is like
6 I got to find some way to keep warm.

7 MS. KELIHER: Yes.

8 MR. BOEHM: And all -- I tell people, all I
9 had was what was in my three-foot area, you know, my
10 little three-foot bubble. So, you know, I, I had
11 rolled down my sleeves and rolled up my flight -- my
12 flight suit. I had a thermal shirt, like a thermal T-
13 shirt, and then my regular -- this T-shirt, my Air
14 Methods T-shirt, and then just zipped up my, my flight
15 suit all the way, and collar up.

16 I was looking around, and I saw a vest in
17 the, the brush and I was -- oh, my God. Thank God. So
18 it happened to be Chad's vest, which I didn't realize
19 until, until later. So I put, I put his vest on, and
20 just -- like, oh, like I can still feel like that
21 warmth. Like it kept, kept my core warm.

22 I knew, I knew I was just trying to buy
23 minutes. Like I'm just trying to buy minutes until the
24 rescue came. I was like I don't want to camp here
25 overnight, you know, but I was just trying to buy time.

1 And then like it helped, like I was
2 shivering less, but I was like I know that we lose 30
3 percent of our heat from our head. So I was like I got
4 to find something, get my head warm.

5 So again back to my three-foot world. You
6 know, I couldn't move my legs, and the snow, like we
7 were in the snow. It was -- you know, the fuel. It was
8 catching up to me.

9 I found a seat back from one of the ship --
10 the ship's seats, and I took -- and I took my trauma
11 shears, and I, I cut off the back, the back plate of
12 it, I guess, and I used the stu -- tried to put the
13 stuffing behind me in my back, to kind of keep out of
14 the snow. And I made the world's worst hat, if you
15 want to call it that, with the leather, like the
16 leather hat. I put it on, and it, it like covered my
17 head, it covered my ears, and just covered like my face
18 a little bit more.

19 I'm probably not going to win any fashion
20 award, but, but it helped. It really helped, just
21 having your head, like having your head warm, and just
22 keeping that, that feeling. I was shivering less.

23 Like even just having something behind you,
24 like just keeping out of the snow, it felt better; you
25 know. The pain was starting to set in now, like the

1 adrenalin's starting to wear off. And then like with
2 nightfall, like I was all right, you know, like you --
3 like I said, you think you'd be yelling and screaming
4 and all. But it's amazing. Like you're just there.

5 Okay. All right.

6 The cold's going to kill me the quickest. I
7 have -- I have a vest. I have my hat. I got to -- just
8 got to dig in and wait for the rescue. Like just got to
9 dig in. Like you, you have to have faith that you're
10 going to survive.

11 The ship would make noises, like a cling or
12 a clang, me -- metal. But it seemed fairly stable, like
13 it seemed I wasn't really going anywhere. Fuel. The
14 fuel really hadn't changed. I remember, it was really
15 dripping out more than it ever was at the same time;
16 you know. I knew they'd be looking for us, and I knew
17 there was no strobes going off. There was no nothing.

18 Like I couldn't hear anything at all. It was
19 just -- just dead quiet. So I knew -- I know you guys
20 know how it is under goggles. Like you're looking at
21 terrain, and it all looks kind of the same, and with
22 the snow, like it camouflages pretty well.

23 So I knew they'd be under goggles. So I knew
24 I could use that to my advantage.

25 I'm going to write a very nice letter to the

1 good people at iPhone, at Apple, because I was -- It
2 was like I got to signal somehow.

3 So I, I heard rotors coming from my left to
4 the right. So they were going -- they were going
5 eastbound towards the base. It was 17. I later found it
6 was 17.

7 And so I took out my, my iPhone, and I turn
8 on the flashlight, and I joke with people, like in the
9 movies you see people who are trying to like -- like
10 flag down a ship, like, and they're talking on the, the
11 -- the plane. He will talk to the plane like. I was
12 like -- I was trying -- I was talking to him the whole
13 time -- like look right, look right, look right.

14 You know, and I leaned out from the brush,
15 because I was in the heavy brush, and I just -- I kind
16 of did a circle, and then back and forth in a circle,
17 and then back and forth. So it wouldn't be something
18 like automated strobe or like -- be someone who was
19 doing it.

20 And 17 came by, and I was just doing that,
21 just, just trying to be patient, like not get
22 frustrated or anything; you know.

23 And I saw him change direction, and they
24 came at, they came towards me. They had their search
25 light on, and they did a low fly-by, and they came --

1 did a low fly-by and then just right, right in to an
2 orbit. You know. Like I can't tell you the feeling.
3 Like, oh, man. So just to know your friends were above
4 you.

5 So at that point, like all right, like
6 things are going to move fast, you know, that -- you
7 know, they're above me. They were doing a right-hand
8 orbit, right or left-hand orbit. I can't recall. But
9 then they did a hover, and I think Matt was the pilot.
10 He --

11 MS. KELIHER: (inaudible)

12 MR. BOEHM: Yeah. Nice guy. Matt's a super
13 cool dude. And then Gabe was the nurse, and he was the
14 one who saw me. And he -- he didn't have his goggles.
15 Sometimes the nurses don't wear their goggles, which I
16 would rec -- if I had to make a ruling, like if I would
17 tell everyone -- everyone, wear your goggles, because
18 you never know when you're going to be a rescuer, you
19 know.

20 He saw me, unaided, like just by the naked
21 eye, he saw the, my light, and that's when they, they
22 changed direction, and Danny Christensen and Matt saw
23 me under goggles from -- this is what they told me. So
24 yeah. So Gabe -- he was -- I'm sure -- if you guys ever
25 talk to him, he's a great guy too. They're all great

1 guys.

2 So at this point, you know, like I knew
3 things were going to start happening. You know, I was
4 cold, but I felt like I was -- like I could -- like I
5 could take it. Like I could -- I'm going to be -- I'm
6 going to be warm enough until they rescue me; you know.

7 You know, the pain was setting in but what
8 can you do; you know? Just got to just get through it.

9 17 was there, and then I remember DPS came.
10 I think it was Ranger 41. And they tried, they tried a
11 few attempts. They came from my left. So they came in
12 from the east, se -- several tries, and they tried to
13 look for a spot to long-line in.

14 And I, I could see their crews, like I could
15 see their crews looking at, looking at the terrain.
16 There was really no good place around there. Like I
17 remember there was -- maybe seeing like a small area,
18 but it was thick. It was really thick terrain.

19 I didn't know about Arrowback 4 at all
20 landing, until I heard people shouting. Like I heard
21 people behind me and to my right. So to the -- like I
22 said, be to the southeast. I heard, I heard people
23 shouting. So I, I, you know, started shouting for them
24 too. My voice was hoarse. That's what I tell people.
25 Make sure you put a whistle in -- if you're going to

1 have a survival kit, make sure you put a whistle in
2 there, because that'll really help. That's Figaro, my
3 cat, by the way. So she likes to be everywhere. Silly
4 cat.

5 So I was -- like I, I -- so like you know
6 they're, they're converging on you and everyone's
7 working together.

8 Ranger 41. They -- they tried a few times, I
9 would say two or three times before they -- before -- I
10 think it was Angela, actually got out, and got on the
11 ground. And they -- Arrowback 4's crew, and then they
12 all kind of -- Angela got to me first, by like a minute
13 or two, and she, she's so nice. She's such a wonderful
14 person. She gave me her coat. I told her I was
15 freezing. You know, was freezing. She gave me her
16 mittens.

17 You know, you guys have met her. She's
18 pretty petite, so they're just like little, little hand
19 puppets on my hand. And then 4's crew got there, and
20 they, they are so nice. Mario and Brook, they're so
21 cool. They -- they gave me their coats and were trying
22 to warm me up.

23 I had some water. I was really thirsty. I
24 told them, you know, you know, Chad and Schneider,
25 dead. I told them to be careful -- she talked about

1 getting in the ship to get supplies.

2 I said don't get in the ship, don't get in
3 the ship, because I don't know how stable it is. You
4 know, I was like there's fuel everywhere.

5 They got -- they got fuel on themselves too.
6 Or I think they had to change at County.

7 And like this whole time, like I knew -- I
8 knew they were going to have to move me, to get me out
9 of there. I was just kind of like bracing myself,
10 because I knew it was going to hurt. I knew it was
11 going to hurt, no matter what.

12 So they cut -- 4 cut my sleeve and my flight
13 suit, and they tried to get an IV on me, on my right
14 side, twice. But they couldn't. So they gave me
15 Ketamine IM, you know, shot in the arm, IM.

16 MS. KELIHER: Oh.

17 MR. BOEHM: And I remember talking to them,
18 and then just feeling really warm, like, oh, feels so
19 good. Like Ah. And then pai -- like the pain went away.
20 They were telling like my, just like my history, my
21 meds, my allergies, things they needed to know, real
22 quick, and my, my speech was slurred

23 I was starting -- then I just remember just
24 tipping over. And that was it. That was it.

25 So I don't remember the Blackhawk. I didn't

1 even know about the Blackhawk until I woke up on the
2 Blackhawk. So, you know, woke up and I was like --

3 MS. KELIHER: Where am I?

4 MR. BOEHM: Whoa. Like holy smokes. So I was
5 really -- it was pretty cool, and, you know, like God -
6 - you think about the, the things that could have
7 happened, or me -- I could have been out there all
8 night. Because Angela -- she, she had said like we may
9 not be able to get out until morning.

10 I was like Oh, like, you know, it was like I
11 -- like I, I can take it but I don't know if my body
12 could take it. You know. But, you know, I owe everyone
13 -- I owe everyone there my life. Everyone. So I just --
14 I just wish Chad had been, you know, had been able to
15 hang on here another hour or two. But, you know, it's
16 out of my hands, so --

17 MS. KELIHER: So before you took off, did you
18 talk about -- you said you guys all did the walk-around
19 together.

20 MR. BOEHM: Yeah. Yeah. We did our walk-
21 around. Yeah.

22 MS. KELIHER: Yes. Any other discussion of
23 him asking you anything? Schneider saying anything?

24 MR. BOEHM: No. We did our walk-around. I
25 always check the baggage compartments, the fuel caps.

1 Schneider always checks the fuel caps. He's always
2 supposed to do that. But there was nothing leaking like
3 abo -- up down, all around. You know, nothing was
4 leaking. Ship seemed fine, like it was great. You
5 know, we just got it back from the 600 hour. You know,
6 he did, he did a 360 walk-around.

7 He's meticulous. Like he was one meticulous
8 guy about that too. Nothing -- nothing seemed out of
9 the ordinary. You know, ship -- ship was fine -- fine -
10 - no -- I don't remember anything out of the ordinary.
11 Smells, vibrations, sounds.

12 MS. KELIHER: So when you're in, from your
13 position you can see what -- almost, probably, all of
14 what Schneider can see.

15 MR. BOEHM: More or less.

16 MS. KELIHER: Did he do anything with his
17 GPS, where you could see the magenta line?

18 MR. BOEHM: Uh-uh. No, not to my knowledge.

19 MS. KELIHER: Do you normally look at the
20 GPS?

21 MR. BOEHM: It depends. Like I'll look at it
22 and see like, you know, our lines and everything. But,
23 you know, we're going back to base, and, really, you
24 know, and we see the 60, we got past the 60, we see Top
25 Of The World, you know, like, you know, we see

1 Superior. You know, really, you can recognize where you
2 are most -- at any time up there.

3 MS. KELIHER: So he didn't normally plug it
4 in?

5 MR. BOEHM: Not normally; no. I think he just
6 knew that route so much, and I just don't recall him
7 dialing it in. I think he did, I think he always does,
8 but I just don't recall. It's just such a, such a
9 common thing for him to do, so --

10 MS. KELIHER: I've been hearing a lot of the
11 medics and nurses say that they would look at the ETA
12 just to --

13 MR. BOEHM: Yeah.

14 MS. KELIHER: When you're going to go --

15 MR. BOEHM: Yeah. You could --

16 (Laughter)

17 MR. BOEHM: Yeah. You could see the ETA, but
18 we -- you know, you know, it's about 25 minutes back
19 from there, so, you know, that dead leg, because we,
20 especially if we're busy, like we get a lot of charting
21 done between, between there. Yeah. It's like we're all
22 having fun, you know, joking around in the headset,
23 and, you know, Cha -- you know, Chad had a lot on his
24 mind, you know, given everything going on in his life.
25 And Schneider seemed to be fun, Schneider -- happy

1 dude, you know. Chad had just got back from a hunting
2 trip. They talked about hunting on the way out there.
3 You know, they look at the topography, and they talk
4 about stuff like -- like I'm, I'm not a hunter, but
5 they, they like to hunt, and I remember, you guys asked
6 me about that before.

7 MS. KELIHER: They had gone on a trip
8 together?

9 MR. BOEHM: No.

10 MS. KELIHER: Just Chad.

11 MR. BOEHM: Schneider -- Schneider had gone
12 earlier, I think, and then Chad has gotten back a week
13 prior, he got a really big elk, and -- but then they
14 talked about, like they talked about the different
15 areas, and like -- because Chad was really familiar
16 with that whole area, I think, and they just talked
17 about what were the good places and what were the
18 outstanding places, so -- but they never, never went
19 and like they never chased anything. They never like
20 stopped to look at anything or go anywhere. Like it was
21 always just, you know, back to base. You know, a safe
22 flight.

23 I never felt like Schneider -- like he never
24 took risks. Like he never did anything risky or -- and
25 Schneider, he just went back, back to base, and, you

1 know.

2 MS. KELIHER: So when you were talking back
3 and forth, can you remember anything of the
4 conversation that you were having for that flight?

5 MR. BOEHM: He was talking about he was being
6 deployed, like back -- I can't remember if he was in
7 Afghanistan or in Iraq. He was talking a lot about
8 that.

9 MS. KELIHER: About having to go back?

10 MR. BOEHM: Having been there. Like what he
11 did.

12 MS. KELIHER: What did he say that he did
13 there?

14 MR. BOEHM: They were talking about -- he was
15 talking about like when they would see guys on, on
16 ridge lines, like whatnot, and like, like rocket pods.
17 He said it's pretty cool, like they would shoot off
18 rocket pods, like you'd feel the ship lift from away,
19 and --

20 MS. KELIHER: What are, rocket pods?

21 MR. BOEHM: You know the pod, little pods
22 that's on the sides. They look like --

23 MR. SWICK: Attack helicopters?

24 MR. BOEHM: Yeah; yeah. You know, I'm not
25 exactly sure which one he flew. I think he flew -- he

1 had a lot of hours in different ones, but I'm not
2 exactly sure which one he flew. He was just talk --
3 talking to us about that. You know. You know, we'd
4 always talk about the service together up there, and --
5 but he, he never seemed -- he wasn't distracted, or
6 upset, or --

7 MS. KELIHER: So when he was talking about --
8 you said it was interesting stories of him being
9 overseas. That was what the conversation was, of him --

10 MR. BOEHM: Yeah. At that time, like we were,
11 we were going back to base -- I don't know how the
12 topic came up, but he was talking about like ridge
13 lines. He's like I'll go back, and I can't recall if it
14 was Afghanistan or Iraq. But he would talk about how
15 like they would see guys on ridge lines like this, and
16 that was, that was what he was talking to us about. I'm
17 like, wow, that's --

18 MS. KELIHER: What did it look like, when he
19 described it, of seeing guys on ridge lines? What was
20 that?

21 MR. BOEHM: I don't know, I guess he -- they
22 would talk about, you know, these, you know, the bad
23 guys, whoever they were then, who tried to hide out in
24 certain places, and they could see them. You know. I
25 don't -- I don't think they would like ever engage them

1 or what. I don't know if they ever had to like, you
2 know, fire on anyone. But he would -- he was talking to
3 us about that, and that was really -- that was like
4 his topic, right then.

5 MS. KELIHER: For the whole flight?

6 MR. BOEHM: No; no. Because they talked about
7 hunting. Like I was charting. Chad and I were chatting
8 back and forth about, you know, the patient, and then,
9 you know, they, they started talking about hunting, and
10 --

11 MS. KELIHER: What were they saying about
12 hunting?

13 MR. BOEHM: Oh, like the photography and like
14 different areas, and were chatting about his elk, and
15 then --

16 MS. KELIHER: Was it in that area, though?

17 MR. BOEHM: No. Chad -- I think he was
18 somewhere else, somewhere to the north, I believe. But
19 they had talked about how there is a lot of game in
20 that area. I think just matter of factly. You know,
21 they weren't, they weren't scouting out for any
22 positions. I know sometimes, like you go -- we get
23 flights to the north. I think the pilots that really
24 like to hunt, they're like, they're like that's where
25 we're going to go; you know. But like I said, they

1 never did anything unsafe. Not ever.

2 MS. KELIHER: Did he mention anything about
3 flying low on that flight?

4 MR. BOEHM: Uh-uh. No.

5 MS. KELIHER: We've heard from a few people,
6 that when he's on the ground, he would say something of
7 like, telling you about the flight. Hey, we're going to
8 do this now, we're going to do that. Are you guys okay
9 with this? Did he check in with you?

10 MR. BOEHM: If we ever -- if we did anything,
11 like if we were ever on a flight, like a tricky flight,
12 like he would, he would always talk us through. Like,
13 hey, dude, like -- like we had a tricky canyon flight,
14 probably about -- oh, I don't know -- four months
15 before. And he was very methodical, like a very
16 methodical guy. Like talked us through it.

17 You know, he's like -- we -- we would orbit
18 -- like we'd orbit a scene, and he was like -- This is
19 my plan, we're going to land facing this direction. I
20 see our LZ. Do you guys seeing any obstacles? And we
21 would all be in agreement, like no, I see no obstacles
22 left. Chad would be no obstacles right. You know, a 100
23 percent. Like you feel good to go? Yes. You know,
24 we're really like real team-oriented like that.

25 But we just go alone, slow, take our time,

1 you know, and if it wasn't safe, then Schneider
2 wouldn't approach it. Like it just seemed like he -- he
3 was just a very competent, safety-conscious pilot. Like
4 he never -- he would never take an unnecessary risk;
5 you know.

6 Like flying low that day, like he, he said
7 he was -- he likes to fly low because there was a haze
8 or something. I don't really recall what, exactly, but
9 --

10 MS. KELIHER: Did he say that before?

11 MR. BOEHM: Yeah. Before.

12 MS. KELIHER: So before you take off?

13 MR. BOEHM: When we lifted from, from
14 Williams, he had said that; you know. But it -- it was
15 never -- I mean, never went out of safety range, I
16 think is 500 feet, was our minimum. So I said it, it
17 was nothing out of the ordinary, and he, he did fly
18 lower than most of other pilots. I compare to like,
19 like Baz or, or Eric, or anyone. You know. Like, you
20 know -- you know. Like I said, they're like surfers.
21 They all -- they all have their own style; you know. So
22 --

23 MS. KELIHER: So what did he say when you
24 were lifting off?

25 MR. BOEHM: Oh, like flying lower, like with

1 the -- I guess there was a haze from chimney, chimney
2 smoke and whatnot. So he just mentioned -- he mentioned
3 flying lower, about that. Oh, that's the state -- kind
4 of clear there, whatever. But he -- he just made a
5 comment about that. But visibility was a 100 percent;
6 you know.

7 MS. KELIHER: As you were going up?

8 MR. BOEHM: Correct. Yeah; yeah. As we
9 lifted, and we were, we were eastbound, he had made a
10 comment about that. You know, it had stormed the night
11 before, on the 14th, I think it was raining.

12 MS. KELIHER: So lifting off and there was
13 haze.

14 MR. BOEHM: Yeah. He said something about the
15 haze. Like I wouldn't even call it haze. It was just
16 more like, like I said, like chimney smoke, that type a
17 thing. Just a little smokier than usual, so -- but --
18 but we weren't flying too low. Like we did the orbits
19 around Chad's house, and he -- you know, Chad waved to
20 his daughter, and we went back eastbound, and --

21 MS. KELIHER: Did you enter in a different
22 position than normal?

23 MR. BOEHM: He flew further to the south like
24 -- than like if you compare like with other pilots,
25 like you guys would show me like flight paths of other

1 pilots, like he, he seemed to fly more to the south.
2 Like that Devil's Canyon area, like, and then we'd just
3 come around, just to the north.

4 But it was never, like never like a safety
5 issue. Like we never felt unsafe or -- it was pretty
6 routine.

7 MS. KELIHER: From looking at the flight
8 track, and we pulled all the flight tracks of everyone
9 that's done Gateway to Globe, and there's a difference.

10 MR. BOEHM: Yeah; yeah. I know Schneider,
11 like he, he just did things a little bit differently.
12 And like compared to the other pilots, compared to like
13 Eric, and, you know, Baz, and everyone, like I would
14 say he was the machoer of the pilots, like he had that,
15 that Army attitude, and, you know, he was -- you know,
16 he's just -- that -- that was Schneider. Like, you
17 know, anyone who knew him, that was his personality.

18 But like I said, I never felt like he took
19 unnecessary risks. Like we always talked about things.

20 MS. KELIHER: So if you talked about it when
21 he was entering in, did he -- and you guys were talking
22 about the ridge lines and --

23 MR. BOEHM: Yeah.

24 MS. KELIHER: -- go in to a rock formation.
25 So was he walking you through what he was going to show

1 you?

2 MR. BOEHM: Yeah. Like he was like -- he was
3 like -- Here, like there's the rock formation up here.
4 So we fly by that.

5 MS. KELIHER: Do you remember what it was
6 called?

7 MR. BOEHM: I don't remember the rock
8 formation. Is just the route he liked to take, and I
9 think it was the more scenic.,

10 MS. KELIHER: Because some people were saying
11 like, oh, there's Needle Point here, there's the
12 parking lots here for the trailhead.

13 MR. BOEHM: Right; right. Like Powell
14 Tunnel.

15 MS. KELIHER: Yes.

16 MR. BOEHM: No, it wasn't any of those.

17 MS. KELIHER: And it looked like there was
18 another one right before the accident site, of a
19 different trailhead too.

20 MR. BOEHM: Yeah. I'm not -- I'm not familiar
21 with the trailheads over there.

22 MS. KELIHER: But is that what you guys were
23 kind of -- was he walking you through them?

24 MR. BOEHM: Yeah, and he was just kind of
25 like chatting up, and just, just talking about that,

1 and how -- between that and like the hunting,, and like
2 how that's a really cool formation. You know. But I
3 never felt -- I never felt unsafe. Like I never felt
4 like he was distracted or --

5 MS. KELIHER: I guess what -- I'm trying to
6 get the scene of, if I was to write a movie script, and
7 what you guys were talking about, and like exactly what
8 was happening, of how it transpires and --

9 MR. BOEHM: Oh, sure. Sure.

10 MS. KELIHER: So he walks -- or so you start
11 entering the mountains, and what does he -- what are
12 you guys talking about?

13 MR. BOEHM: He was talking about, I think,
14 the, the rock formations, first, and then like the ,the
15 topography of the area, and then the like hunting. They
16 started chatting up like hunting stuff, and, you know,
17 Chad had, had gotten a elk, and Schneider had gone
18 hunting, I think earlier that month, or something,
19 before. And then --

20 MS. KELIHER: On his birthday; right?

21 MR. BOEHM: Yeah. I think it was birthday.
22 Was in Wyoming or something. I'm not sure. But he said
23 just how -- started talking about how like this
24 reminded him of like when he was deployed overseas, and
25 that's when the, the military talk kind of came

1 through.

2 MS. KELIHER: Would he talk about flying?

3 MR. BOEHM: Yeah, about how they, how they
4 flew, and like, like different attacks they would do,
5 and like these guys would try to like fire at them or
6 whatnot. And you know. But it was just -- it was
7 straight. I mean, it just seemed like it was a straight
8 flight, you know, until he -- until we pulled that hard
9 right. I don't know -- I don't know what --

10 MS. KELIHER: Do you remember anything of up,
11 down, that you were doing, of going through? Anything
12 in your seat, that you would feel?

13 MR. BOEHM: At one point like we were over a
14 ridge line and just dipped down just a bit. But it
15 wasn't like a hard dip or, or anything. Like we came up
16 on a ridge line, we came down, and we were going more
17 to the north, I remember. That was the only time where
18 I felt like -- like we went up or down like, like any
19 sort of change, like aside from just a straight line.

20 Like we just came over the ridge and we --
21 so --

22 MS. KELIHER: Was that -- in the sequence,
23 when was that from entering the mountains to the crash
24 time?

25 MR. BOEHM: Minutes. So real soon. I'd say

1 from when we, when we came over the ridge line, just
2 did that, like just up and over. Yeah. Minutes.

3 MS. KELIHER: So you go up and over, and then
4 you're flying.

5 MR. BOEHM: And then it seemed like
6 everything was fine. Went up, over the ridge line,
7 charting. Just Oh, shit, oh, shit. Hard right. You
8 know, hard right. Hard right. You can hear the rotors,
9 like hear the rotors grabbing, or like that loud. And -
10 -

11 MS. KELIHER: Did you see any movement that
12 happened before any of that?

13 MR. BOEHM: Uh-uh. Nothing. No hard --

14 MS. KELIHER: Would you see if he had dipped,
15 or done anything, or grabbed anything? I'm not sure if
16 it would --

17 MR. BOEHM: No.

18 MS. KELIHER: -- even really be visible to
19 you, though.

20 MR. BOEHM: No, nothing that, that was out of
21 the ordinary. I had the lap top, and I don't remember,
22 I don't remember him making any fast movements. Just --
23 like just this hard right, the hard bank, like the Oh,
24 shit, and then, you know, just terrifying to hear from
25 him because then really, you know, scary. Because he's

1 a good pilot. Why would he say that? you know, and
2 then, --
3 you know, it just happened so fast. Then hard right
4 bank. I can't imagine how close we were to a ridge
5 line, you know. Within a few thousand feet, I imagine,
6 you know, based on how, how soon we hit. I don't know
7 if he was just too low or -- or what. Like it never
8 seemed like we were that low. Just happened so fast.
9 And then Oh, shit, hard right bank. Hard. Hard, hard,
10 hard.

11 MS. KELIHER: What about speed? Did you ever
12 notice any -- and just overall, in general, of what
13 speeds you were going? Fast? Slow?

14 MR. BOEHM: 100 knots. Ball park. Cruising.
15 Yeah. Cruising speed.

16 MS. KELIHER: Did it speed up or slow down?

17 MR. BOEHM: I don't recall ever mak -- like a
18 speeding up or slowing down, like to a crawl or
19 anything. It seemed like we were just doing like, like
20 the speed limit type thing. Like we were just crui --
21 cruising altitude speed.

22 I just can't imagine why he -- like why, why
23 he would pull hard right like that. Like -- like he
24 nev -- he never -- he was never a guy who'd like hot
25 dogged or anything. Like never did anything like that.

1 Like it was always like a, a coordinated thing between
2 all of us. Like we would always talk about this is my
3 plan, especially on scene calls. You know, like this is
4 my plan, how does everyone feel about that.

5 Like was always just a safe coordinated
6 thing. Like I, I can't imagine him doing something that
7 would be --

8 MS. KELIHER: So since he walked you through
9 things before -- like right before you go over the
10 ridge line, what happened right before that? What was
11 he talking about?

12 MR. BOEHM: He was talking about the surface.
13 Like we went over the ridge line and then just kind of
14 came down to where, I think -- I'm assuming we were
15 just going to go, start going back to base. And it was
16 su -- it was a subtle, just up and over, like we came
17 up, and then just subtle.

18 He was talking about the -- just being
19 deployed, going back in service, seeing bad guys, and
20 seeing the bad guys down there. But he, he didn't seem
21 like -- it didn't seem like a flashback. It only seemed
22 like he was like, like -- like in another place. It
23 didn't seem like he was reliving something. It just
24 seemed he was just telling us, you know, about his, his
25 experiences.

1 You know, of course Chad and I would just
2 listen to him. You know, that's amazing, man. You know,
3 everything you've been through. I don't know.

4 I think I remember -- I think he was, he was
5 telling us about firing on some guy, like firing on
6 troops, wherever it was. You know, talking about rocket
7 pods, and, you know, they'd just light up, just light
8 up the skyline, and just -- you know, like clearly, he
9 had some, some combat experience overseas. I'm not
10 exactly sure what. He -- he never really like
11 elaborated.

12 But at that time, he -- that's what he was
13 talking about, like right before the crash was his --
14 he was talking about engaging the enemy, that --
15 whatever manner it was. So I don't know -- I don't
16 know if he got distracted or, or what. You know,
17 something -- that was right before the crash. That was
18 what he was talking about, and like he was foc -- was
19 focused on that, like talking about that.

20 MS. KELIHER: So when he's talking, to the
21 Oh, shit time, is that in conversation? Or was it
22 silent before? Or how did that transgress?

23 MR. BOEHM: I would say within 30, 60
24 seconds, within that timeframe. Like he's talking about
25 it, talking about seeing, seeing the enemy, like

1 lighting them up with rockets and guns.

2 Because like he says, he -- like he's like,
3 yeah, I can still hear, I can still hear it; you know.
4 Then I would say within -- probably within 30 seconds
5 of that, within 30 seconds, you know, the ridge line
6 was there. I don't know what our, our altitude was
7 above it. A couple thousand, a thousand, ball park.

8 You know, you never think you're, you're
9 going right near it; you know. You know. And then -- I
10 -- I can only assume like, is that -- I don't know. You
11 know, I thought maybe he saw some birds, because
12 there's been some bird strike issues in, in the general
13 area, but never like on our way back to base.

14 You know. But -- and I can't, I can't rule
15 out that he -- maybe he was distracted thinking about,
16 you know, the flashback type thing.

17 MS. KELIHER: But right from the Oh, shit,
18 before, was silent in the cabin? Or was he in mid
19 sentence?

20 MR. BOEHM: He was talking. I would say it
21 was like in transition between that. Like he was
22 talking about that, talking about troops, rocket pods,
23 guns. Types a ships they used. Type -- different types
24 of helicopters. I would say from the end of his
25 sentence to crash was probably seconds. Maybe more. So

1 --

2 MS. KELIHER: Was Chad saying anything in
3 response?

4 MR. BOEHM: We were just listening to him,
5 you know, just talking to him, and --

6 MS. KELIHER: So when -- and I'm -- I guess
7 you have to look over to him. But when do you think
8 that we're going to -- when we get our video of the --
9 on the cell phone -- when do you think that was in the
10 sequence?

11 MR. BOEHM: Probably -- I would say less than
12 10 minutes before the crash. Probably about five
13 minutes before the crash. Like Chad was just talking.
14 Like I was like on the computer, and Chad was looking
15 through the paperwork, handing me like stuff to input.
16 I'd just passed my, my final training, like my final
17 orientation training. So I was trying like do more
18 charting, all that. Because normally I'm eyes out.

19 Like norm -- it's normally the nurse does
20 the charting on the right, and then I think it's always
21 eyes out. But you don't want them like -- sometimes
22 you don't want the nurse to do all the charting, so
23 we'll switch back and forth.

24 MS. KELIHER: You're going to nursing school
25 too; right?

1 MR. BOEHM: Yes. Yeah; yeah. So -- so I was
2 charting, we were chatting about that, and then like
3 Schneider was talking about that, about the service.
4 And I said that was the -- that was the main topic,
5 like right before -- right before we crashed, was his
6 seeing the troops, and like, you know, things -- like
7 firing rocket pods, firing guns, and -- I guess it, it
8 was within a minute, within a minute, maybe less,
9 before we hit, before we hit. Oh, shit. Hard right
10 bank. I mean, the hardest -- the hardest bank I've ever
11 had flying.

12 MS. KELIHER: When you said that you felt in
13 your seat, did you feel in your back in your seat?

14 MR. BOEHM: Yeah.

15 MS. KELIHER: Or just in your seat?

16 MR. BOEHM: No; no. I felt back. Back. Like a
17 hard right bank, down hard, and to the right. Like so -
18 - like I felt -- like the tail would be moving, go tail
19 left. So we came down hard right, tail left, sinking in
20 my seat, and then -- and then, you know, boom. Boom.
21 Going forward. Windscreen blew in. Was getting hit by -
22 -

23 MS. KELIHER: When did you lose your helmet?

24 MR. BOEHM: Somewhere -- somewhere between
25 the tumble and when I got out -- when I was on the

1 outside.

2 MS. KELIHER: Did you feel it on your -- on
3 your chin?

4 MR. BOEHM: I felt -- I just felt the scrape,
5 like I felt that, that was my chin strap, and then --
6 Eric considered I had a hangman's fracture, like, you
7 know because that's on -- that's on my med record.
8 Because I had this deep bruise here. But I mean carry
9 your helmet. You know, like it saves your life. You
10 know, I can only imagine what mine looks like. You
11 know.

12 And then I was out of the ship, and the
13 harness part -- like I'm not -- like just like debris
14 hit it, turned it, or what, but -- but tightening my
15 straps down I think so -- was what saved my life. I --
16 I can only believe that's what saved my life, because I
17 was -- it held me in. Even -- even when the door was
18 gone, everything on that side, and inside, you know.

19 MS. KELIHER: So in the sequence of events of
20 liftoff, he's talking to tower. Liftoff. When did the
21 Chad house circle request come in? When did he say?

22 MR. BOEHM: We were west, we were -- or we
23 were just east of the field.

24 MS. KELIHER: And then when did he say about
25 the lower haze?

1 MR. BOEHM: Oh, around the same time. Like
2 he's like talking about low -- the haze, flying lower.
3 Probably within two or three minutes between the tow --
4 like being, you know, clear -- you know, cleared the
5 tower, clear everything, you know, for eastbound
6 transition. Just a few minutes.

7 Like Chad's house, like the 60, when you
8 fly, like it's before the 60, it's in Gold Canyon.

9 MS. KELIHER: Oh, we definitely saw the --
10 everyone flying over it,

11 MR. BOEHM: Oh. Yeah.

12 MS. KELIHER: Yes.

13 MR. BOEHM: Yeah. So -

14 MS. KELIHER: In circles before and --

15 MR. BOEHM: Right.

16 MS. KELIHER: It seems like it was common.

17 MR. BOEHM: It was -- it was a common thing;
18 you know. And pilot seemed cool with that, you know,
19 said, yeah, do a couple4 circles for your daughter. No
20 problem; you know. I think we did like two or three
21 overheads, just wave, and then we went back eastbound
22 and --

23 MS. KELIHER: Through Gold Canyon?

24 MR. BOEHM: Correct. Yeah; yeah. It seemed
25 like, like a normal flight back to base. Like, you

1 know, first flight of the day done. You know, all
2 right, let's get another one; you know. Like we always,
3 we always had fun. Like that's -- that's the fun thing
4 about working with Schneider and Chad is just, you
5 know, we always just enjoyed our job.

6 Like there are times we're pooped, but we
7 always, we always liked to fly. Like Schneider loved to
8 fly, you know, loved to do his job.

9 MS. KELIHER: Was there anything that he was
10 going to over in that area, because we see a few times
11 with Ryan, from Native fi -- 17, it was almost the
12 exact same flight path in some parts of it, of where
13 the accident site was. Was there anything that he was
14 going over there to see?

15 MR. BOEHM: Not that I know of.

16 MS. KELIHER: And then; it also looked
17 different from all of his flights, that you started a
18 little bit more south, and then suddenly kind of turned
19 to the north. Do you know what he said to --

20 MR. BOEHM: No --

21 MS. KELIHER: If he walked you through it,
22 did he say, okay, we're going to dog leg over here?

23 MR. BOEHM: No.

24 MS. KELIHER: Was there a fuel issue of --

25 MR. BOEHM: No; no. No.

1 MS. KELIHER: -- we've got too much fuel, or
2 too little fuel, or --

3 MR. BOEHM: No. If we ever had to burn fuel,
4 like if we had a patient or what -- like we had to
5 discuss that, he would say okay, we're going to burn
6 fuel. I'm going to drop you guys off and I'm going to
7 orbit. Like he was just always really good about
8 communicating like that. About any -- anything like
9 that. Like this is -- like okay, this is the plan;
10 you know. So --

11 MS. KELIHER: So there was nothing that --

12 MR. BOEHM: Nothing -- nothing that seemed
13 out of the ordinary, like we need to burn fuel. Like if
14 we -- if we had gotten a flight request, and they said
15 if we need to burn fuel like that, that would be
16 different, but --

17 MS. KELIHER: I'm wondering if that is where
18 the rock formation was, and then he turned.

19 MR. BOEHM: Passed the rock formation,
20 eastbound. It was about thereabouts, where we started
21 turning. So yeah.

22 MS. KELIHER: And then from pulling up all
23 the different flights, which we probably have record
24 of, I don't know, over a 100 flights.

25 MR. BOEHM: Oh, sure.

1 MS. KELIHER: And you guys do that a lot. So
2 this looks completely different than all the other
3 flights.

4 MR. BOEHM: He -- he flies different than --

5 MS. KELIHER: But it's even different than
6 his flights, and the flights that you've been on with
7 him.

8 MR. BOEHM: Oh.

9 MS. KELIHER: So that's what I -- it makes me
10 --

11 MR. BOEHM: I don't know. I don't know, like
12 what made it different that day, you know, because like
13 I knew, I knew like -- like Dave Hall and I know how
14 Schneider flies, and I don't remember -- I just don't
15 remember him being in a different demeanor that day, or
16 why, specifically, he chose that route. Like he never
17 said we're going to go this way because. He just
18 started flying that way; you know.

19 MR. BOEHM: So Ryan had told me that on the
20 flight that was almost, really similar to where your
21 flight path was, that on the ground he said, hey, you
22 guys, we're going to fly low, is everyone okay with
23 that? And it was Chad and him were like, yeah, let's --
24 and he said for something, some reason that they
25 couldn't remember, why he had to fly low.

1 MR. BOEHM: No, I don't know. I'm not
2 familiar with him -- anything specifically in that
3 area.

4 MS. KELIHER: But did he do that with you?

5 MR. BOEHM: No.

6 MS. KELIHER: Of say: Hey, we're going to
7 have to -- it was just that haze?

8 MR. BOEHM: Yeah; yeah. That was, you know,
9 before Gold Canyon. It was like -- there was like a
10 haze out there. That was the only reason why he ever
11 said about flying low that time, like there was some
12 haze, like --

13 MS. KELIHER: So it looked that you were more
14 in the canyons than in any other flight before, on that
15 flight?

16 MR. BOEHM: More than normal, I would say;
17 yeah. More than regular.

18 MS. KELIHER: So what, what was the -- what
19 spawned that?

20 MR. BOEHM: I don't know what -- if he just
21 wanted to see more terrain or -- but he never made any
22 comments about flying lower than normal. Like aside
23 from the haze part and -- but the weather was terrific.
24 Like was no -- not an issue; you know.

25 MS. KELIHER: Did Chad let him know that he

1 was videoing it?

2 MR. BOEHM: I don't recall. No, I don't think
3 he said. Just Chad has got his phone, is just kind of
4 panning around, so I don't remember him saying anything
5 to, to Schneider about it. Just on the laptop, so --

6 MS. KELIHER: From the time you land, how
7 much time do you have to get DIS here?

8 MR. BOEHM: Oh, we have to call them within -
9 - I think it's thirty, 45 minutes. You know, like we
10 just got to -- even if we have another flight pending,
11 we'll just call -- hey, like, you know, we're going to
12 have to get this information to you. But they're,
13 they're good about it. Like DIS is really -- they
14 understand. Especially our base is really -- it's such
15 a busy base.

16 MS. KELIHER: Yes.

17 MR. BOEHM: So like DIS, they're -- they
18 understand.

19 MS. KELIHER: There's no pressure to get the
20 charts done?

21 MR. BOEHM: There are times you feel
22 pressured to get them done, especially when they're,
23 when they're kind of stacking up. Because like we can
24 get -- there -- it's not uncommon we'll have, you know,
25 two or three charts undone, and then we'll have another

1 flight.

2 MS. KELIHER: Yes.

3 MR. BOEHM: You know. And it's they have to
4 be done prior to the end of shifts. Like you can't
5 leave unless they're done, you know, which is -- it --
6 it's a pressure. You know, if you have kids, and
7 whatnot. So a lot of times we'll have to call crew
8 rest, specifically just to get --

9 MS. KELIHER: Get the charts --

10 MR. BOEHM: To get charts done. Normally,
11 they call like, you know, before -- you know. So it'll,
12 it'll coincide with crew changes. So like four hours
13 before crew change, so -- because if you have that gap,
14 there's a chance you get another flight.

15 So that's not -- that's not uncommon. Crew -
16 - crew rest is not uncommon at three or five.

17 MS. KELIHER: Was there any traffic that he
18 was talking to, at all, going through?

19 MR. BOEHM: No. I don't remember traffic in
20 the area of any kind. Clear, beautiful day. No other
21 traffic in the area.

22 MS. KELIHER: Was he the one that would
23 usually call air com?

24 MR. BOEHM: Always; yeah. Always. Yeah.

25 MS. KELIHER: Do you have access to that sat

1 radio?

2 MR. BOEHM: If we -- we had the radios above
3 us, yeah. So not so much the sat phone. We can't dial
4 up the sat phone. Like we have to ask Schneider, hey,
5 can you dial us up to air com. But we can, via radio,
6 like we can talk to air com, so --

7 MS. KELIHER: Were there any emergency
8 switches on that sat phone?

9 MR. BOEHM: On the sat phone itself? Not that
10 I recall. I'm not -- I don't recall. Not on that sat
11 phone. You know, there's just the, you know, the ELT
12 switch on the front panel, and then nothing within our,
13 our arm's reach in the back; you know.

14 And then with the ELT -- you know, when I
15 was on the ground -- Eric had made a comment, if I
16 heard it going off. And I was like I've heard it like
17 when they've turned it on before, but, you know, I
18 never heard anything.

19 So no, no pulsing or pinging, or anything.
20 So it was just dead quiet, dead quiet, aside from a, a
21 creak, or metallic plang every now and then. But no, no
22 electrical. I never heard anything electrical. Thank
23 God.

24 MS. KELIHER: Do you know any of Dave's
25 flying history?

1 MR. BOEHM: Not all of it. I know he's very
2 experienced, like with the service, and then he flew
3 extensively in Maui, I think it was. So I know he had a
4 lot of flight time, you know, in all sorts of different
5 conditions. So I always felt safe with Dave, like
6 always felt safe. You know I used to (inaudible)
7 volcano evac. You know? That's great. You know? And he
8 was such a safety-conscious guy. Like the safety
9 officer thing, we even got him a nice helmet for him to
10 wear as the safety officer at the base. So it was
11 pretty funny. He took -- it was, it was a job he took
12 seriously, and he just wanted everyone to be safe, and
13 I think that's just what makes it so, you know, such a
14 mystery.

15 MS. KELIHER: Would he fly when he was en
16 route of taking off, his hands off the controls if he
17 had to do something?

18 MR. BOEHM: I've seen him do that before. You
19 know, like that's -- I've seen him do it where he took
20 off his gloves, or --

21 MS. KELIHER: Why would he take off his
22 gloves?

23 MR. BOEHM: Warm-out or something. You know,
24 like sometimes if it gets too warm.

25 But never -- nev -- like always, like when

1 we're a crew, like never when he was doing anything.
2 But very rarely, I'd see him do that every now and
3 then, so -- but he never -- he never was texting. He
4 never did anything like that. Like he was never on his
5 phone.

6 You know, if he asked us to check the
7 weather, like we have weather apps on our phone, like
8 he would ask us to look. You know, we would just show
9 him, like we'd show him, hey, this is the weather
10 pattern look like. Normally, he would do all that, like
11 anything with his cell phone, when we were at Williams.
12 He'd check weather, everything he was supposed to do.

13 He was really pretty persistent about that.
14 Like any, like any pilot, you know, he's, he's all
15 about the weather, and what's going on, and can we get
16 back, and --

17 MS. KELIHER: Did he normally fly with the
18 sun -- with the dark --

19 MR. BOEHM: The visor? Not always. I don't
20 remember him always having it down. But I mean, when
21 it was bright out, he would. So I don't remember him
22 wearing sunglasses. Like with his helmet, I think he
23 just dropped his visor down. But he -- I mean, he was
24 always wearing his goggles at night.

25 Like we brought our goggles just in case.

1 Just because that's not, not an uncommon thing for us
2 to get tapped for a flight, you know, in midair. You
3 know, better to have it not needed than need it, not
4 have it type thing; you know.

5 So yeah, yeah, but it see -- it seemed like
6 a regular day, like a regular -- he was in a good mood.
7 You know, Chad -- Chad had some personal stuff going
8 on, I don't know if you guys are aware of, with, with
9 him, but he --

10 MS. KELIHER: Was he talking about that when
11 you were circling?

12 MR. BOEHM: We talked about it; yeah. We --
13 we talked about it, and, you know, just I -- I hate to
14 say that -- that he was distracted, but I mean, clear -
15 - it was a major issue on his mind, clearly. So we'd go
16 back to base, and we'd chart, and, you know, Chad was
17 really, you know, upset with everything with his wife,
18 and, you know, everything that was going on. And there
19 were -- there was -- I can think of one, one flight, in
20 particular, where -- before all this happened, it was
21 like, dude -- I even -- this is before I knew anything.
22 I was like, dude, are you okay? What's going on?

23 You know, then later he, he talked about
24 what's going on, and I was like, you know, talk to
25 someone or something, you know, because it was, it was

1 obvious. Like some -- there was obviously like
2 something that wasn't right with Chad.

3 But I think on this flight we did good. Like
4 it was a good flight. Like the patient care was just
5 fine. Like we, we did everything -- I think we did
6 everything good. We try to do it quickly. Like we try
7 to get it done quickly, in a quick manner, for the
8 stemmie. But it all went well, like, like the safety
9 part and --

10 MS. KELIHER: Was there any rush to get back?

11 MR. BOEHM: Not that I recall. No. Schneider
12 wasn't in any hurry. We weren't in a hurry, like it
13 was -- you know, we're just going to start the chart.
14 So we just started charting, and we weren't pushed for
15 anything. Like he -- it wasn't going to time-out by any
16 means, so there wasn't any, any overwhelming urge to
17 get back, like aside from just we got to chart and, you
18 know, do the usual stuff. But --

19 MS. KELIHER: So I keep going back to this,
20 but of looking at all the different things, it really
21 was, out of all the flights that have ever taken, in
22 the last three, four months, this one definitely stood
23 out, of you guys being in the canyons.

24 MR. BOEHM: Yeah. And for Schneider to, to go
25 in to the canyons, like what made him want to do that

1 that day -- I don't know. I don't know if it was just
2 him talking about being in the service, or what, if you
3 want to just have a taste of that again or, or what. I
4 don't know. But compared to -- - you know, compared to
5 past flights, it was -- it was definitely more of a
6 canyon flight. More canyon.

7 MS. KELIHER: And he and Chad didn't talk
8 about it?

9 MR. BOEHM: Uh-uh. He didn't -- he didn't
10 really bring it up. He was just -- just started flying
11 the ship, and then we were -- you know, once -- once he
12 got over the mountains, that's when he, he kind of did
13 that, that -- that drop-down, and then he started
14 talking about being deployed, and, you know, you know,
15 everything that went on there.

16 But it seemed like that's when we got lower,
17 like lower to the ridge line, is when he was talking
18 about troops, and firing rocket pods, and all that.

19 And I don't know if he was just caught in
20 the moment or whatever. Something; you know. He -- but
21 he didn't seem -- he didn't seem -- PTSD flashback. He
22 was just talking about it, and he didn't seem like in a
23 trance or anything. You know, so that was -- but it's
24 hard to say. It's hard to say. So that -- that was the
25 only part that was -- we were in the canyons. We got

1 low. He was talking about troops. You know, he made
2 like machine gun noises, like just trying to --
3 remembering that. And then hard right. Oh, shit. Hard
4 right. You know. Flat, right, back. Like I, I fell in
5 the seat, like I fell flat right back. And then, and
6 then -- boom -- hard, hard. Like I said, our, our
7 cruising speed, I -- a 100 knots, like normal cruising
8 speed. Didn't seem like we were going too fast or too
9 slow.

10 MS. KELIHER: So right before, we've gotten
11 different hits and it looks like it was extraordinary
12 fast.

13 MR. BOEHM: Really? Really?

14 MS. KELIHER: And so I'm trying to figure out
15 of how that --

16 MR. BOEHM: I don't know. I don't know if he
17 sped up, like -- you know, it's hard like, when you're
18 in the back seat, it's like just to feel that, that
19 speed up. So if -- I can only imagine that we must
20 have been going faster than I expected then. So that
21 would make sense, why we, why we banked so hard, and we
22 just went down so fast, lost altitude just like that.
23 Just fast. Fast.

24 You know, I thought, I thought -- I thought
25 maybe it was like a, like a bird strike or thing, he

1 saw something like birds or whatever, something to make
2 him bank hard like that. But I don't know -- I don't
3 know if he just caught up in the moment or what, but --

4 MS. KELIHER: But you couldn't see any
5 obvious signs of struggle.

6 MR. BOEHM: It seemed fast, real fast, jerky
7 fast. Fast, hard right. Like he tried to pull, like was
8 pulling the collective.

9 MS. KELIHER: When you're picturing it, just
10 walk me through, picturing what it would look like, of
11 his hand that you can see.

12 MR. BOEHM: I guess his right hand like, like
13 real fast, like faster, Oh, shit. You know, panic.
14 Almost -- I hate to use the word panic, but like a, a
15 panic pull, like, like he got too, you know, he got too
16 close, didn't realize it, pulled hard. You know, it, it
17 scared him. Like you, you could hear that, and it's
18 like Oh, shit. Like he was scared. I was scared; you
19 know. He pulled hard and we just --

20 MS. KELIHER: Can you picture what his hand
21 looked like. Was he wearing his gloves on the
22 collective?

23 MR. BOEHM: I think so.

24 MS. KELIHER: On the cyclic. Can you
25 remember?

1 MR. BOEHM: I think so. I think he had his
2 gloves on. Like I don't recall. He -- I remember him,
3 he was use -- he always wore his gloves, usually. I
4 just don't recall if he was. I think so, but I'm not
5 100 percent sure. He had his helmet on. Like
6 everything was like status quo, until he just -- that
7 hard right bank, like -- Oh, shit -- you know, like --
8 like he tried to climb out, like this real -- scary. I
9 don't know if he was trying to auto-rotate or whatever.
10 Like some sort of evasive maneuver. Like that's what it
11 felt like. Was something very hard, evasive, trying to
12 avoid something.

13 So --

14 MS. KELIHER: When you say the Oh, shit, was
15 that -- I keep hearing different pitches coming from
16 you. What can you remember of -- was it Oh, shit? Was
17 it Oh, shit? How, how did it -- and if you can't
18 remember --

19 MR. BOEHM: It was like a, like a startle --
20 Oh, shit. Like a startle. Like he was startled. Like -
21 - like I hate to use the word -- like a, like a panic.
22 Like Oh, shit. Like something's wrong. Oh, shit, real
23 fast; you know. Pulled real fast, real quick, real
24 fast, real hard. Like real, real quick, real fast, real
25 hard. Just like I heard the rotors, like I was hearing

1 the rotors, this deep, deep, deep, deep rotor sound.
2 And then like I said, like back, right, and then just -
3 - just hitting.

4 I don't know if we hit tail first, or flat
5 on, like a belly flop or what, but -- and then the
6 tumble. Yeah. Then --

7 MS. KELIHER: If you could describe how you
8 were sitting when you hit. What did it feel like, of
9 how you hit, when you say belly flop?

10 MR. BOEHM: It seemed like hard right, back,
11 and then a hard right, and forward. Like -- like hard
12 forward, windscreen blew in. You know, I remember
13 getting hit in the face. It felt like vegeta -- like
14 things hitting me, like vegetation, or, or a scratchy
15 feeling. And then the tumble. Like I said, like, you
16 know, like being stuck in a washing machine, or you
17 just, just tumble, tumble, tumble, tumble, tumble. You
18 can't tell which way is up. You hear, you hear noi --
19 like all the noise, things breaking apart. You know,
20 and the whole time you're just frozen. You know, I
21 just remember being frozen, like just, just, you know -
22 - you don't know if you're going to live or -- you know
23 -- anything.

24 You know, and the, the tumble, which prob --
25 probably lasted only seconds. It seemed like a century.

1 You know. And then landing in one position, like just
2 -- like as soon as we stopped -- like soon as it
3 stopped, and like you're able to get your, your
4 bearings. That's when I -- that's when I found myself
5 outside of the ship, you know, just by, by my harness,
6 and --

7 MS. KELIHER: Were you in your seat?

8 MR. BOEHM: No. I was out of the ship,
9 hanging by my harness. So like if you took me out from
10 my seat, and scooted me over, because the, the door was
11 gone --

12 MS. KELIHER: So was the seat still in its
13 seat spot?

14 MR. BOEHM: To my knowledge it was. I don't
15 know. I never --

16 MS. KELIHER: So you had just slid off of it?

17 MR. BOEHM: Yeah; yeah. Like I -- my feet
18 were out of the, the door.

19 MR. SWICK: You were between the fuselage and
20 the skid?

21 MR. BOEHM: Correct. Yeah. Correct. Yeah,
22 just, just hanging by my -- on my harness. It was open,
23 like the, like the buckles are open, and I was just --
24 like a parachute strap almost, just like backpack
25 straps. Yeah. So you're like this. I was like Oh. You

1 know, I could feel my shoulder, and that, like I'm just
2 hanging like this.

3 Of course you just -- I was like, like on a
4 harness, you know. So I grabbed for my shears, and I
5 guess I remember if I cut, or, or just -- I think I
6 just used them to kind of get out of of them. So it
7 wasn't too difficult. Like -- like I said, I just
8 remember -- the first thing I thought was Oh, shit, we
9 crashed. You know. Then I thought, oh, shit, I'm
10 alive; you know.

11 Okay. Task, task number one. I got to get
12 out of my harness; you know. It didn't feel like panic
13 or anything. It was just like this is -- I got to get
14 out of my harness.

15 MS. KELIHER: Could you see Schneider?

16 MR. BOEHM: No. No, I couldn't see. Like I
17 was back, my helmet was gone, my glasses were gone. I
18 had to find my shears, and I got the -- I managed to
19 get out of, and then was able to like slide, slide to
20 the snow, on the ground. And that's when I started
21 yelling out, you know, Schneider, sound off, and Chad,
22 sound off. You know, where are you guys? Where are you
23 guys?

24 And I could hear Schneider just taking
25 those, those agonal respiration, like just deep like

1 deep agonal respiration, like the kind, the kind, if
2 you've heard someone die, like these were his last
3 breaths.

4 MS. KELIHER: Yes.

5 MR. BOEHM: I'd say he probably took about
6 five or six breaths. Never shouted. Never made -- never
7 spoke. Don't remember him -- any movement. Just the
8 deep breaths. Then he was gone.

9 MS. KELIHER: Could you see him?

10 MR. BOEHM: No; no. He was not in the, you
11 know, in the cockpit, and the ship was up along that
12 slope, so I could -- I couldn't see -- by that time, I
13 was, I was underneath where the, the skid was, somehow,
14 like underneath the belly of the ship. He never -- he
15 never -- he never said anything, never made a word. I
16 don't remember him yelling may -- no mayday, no, no
17 nothing. And then, you know, when Chad called out, he
18 was right there. You know, just --

19 MS. KELIHER: When you and Chad were talking,
20 obviously you're talking about what just happened.

21 MR. BOEHM: Oh, yeah; yeah.

22 MS. KELIHER: What did Chad say that he
23 thought?

24 MR. BOEHM: Now we, we never talked about why
25 the -- what happened. We were just talking about him

1 and his injuries.

2 MS. KELIHER: Did he say what he had felt?
3 Did anything --

4 MR. BOEHM: He's like I can't move my right
5 arm.

6 MS. KELIHER: But did any -- did he feel
7 anything of crashing in to him or --

8 MR. BOEHM: Uh-uh. Never made any -- he
9 never said anything about that. You know, I told him, I
10 said, hey, dude, Schneider's dead. The ship seems okay
11 right now. Was like the ELT's got to be going off. You
12 know, I was just trying to put -- give him a run-down.
13 I was like I'm hurt, you know, but I, I -- I tried to
14 move to him, yeah, so I could -- you know, I think I
15 broke my arm, or, or dislocated my shoulder, or
16 something.

17 I was thinking -- I was trying to keep him
18 positive, like, because I could see him trapped
19 underneath there, and, you know, I, I tried to pull him
20 out, but -- like it would have taken a 20 man team,
21 with an amazing amount of cribbing, and, you know,
22 stabilizing, and then you know, at least 20 people, if
23 not more. So I was just trying to keep him like awake
24 and positive, like your friends are going to find us,
25 you know, we're going to get out of here. God's with

1 us. We're going to get out of here. But --

2 MR. SWICK: When you were hanging from your
3 shoulders, do you remember the smell of fuel on you?
4 Did you have fuel on you at that time?

5 MR. BOEHM: I think so. Like I kept -- it was
6 heavy, like it was heavy in the air.

7 MR. SWICK: You don't remember if it was on
8 your skin?

9 MR. BOEHM: I remember, I remember feeling
10 wet, and then like when I landed in the snow, there was
11 just -- there was, like I said, just like, like a wa --
12 like when you push the button on a water fountain, just
13 a slow steady drip, continuous. It was close by to us.
14 But there was no spray. Like I actually remember being
15 -- feeling like, like if you're washing your car and
16 some spray jumps -- you know, that kind of feeling,
17 like that, that wet feeling.

18 It was just heavy in the air, like real
19 thick. You know, it's real thick smoke, oily, you know,
20 caustic. With -- I had in my, my pair a cordovans I
21 was wearing, and my watch, even in my -- stuff I still
22 have bagged up, you can still smell how thick it is on
23 there.

24 And my flight suit, you know, counting that,
25 on my flight -- that's -- that was the major reason why

1 they flew me to County, is because they were concerned
2 about chemical burns, so -- and then of course you guys
3 know Arrowhead 4 had to change their stuff there, too.
4 It was running, like I don't know if they just were,
5 were moving, and they got under it, got in to it, or,
6 or what, but that was -- there was the steady source of
7 it, just dripping from the fuselage itself. But there
8 wasn't any spray. It was just that steady -- steady
9 dripping of it, so -- steady pour, I should say.

10 MR. SWICK: You mentioned the NBGs were
11 brought with you.

12 MR. BOEHM: Correct.

13 MR. SWICK: There were only two in the
14 helicopter. Do you know whose two those would have
15 been?

16 MR. BOEHM: Mine and Schneider's.

17 MR. SWICK: Schneider's.

18 MR. BOEHM: Yeah. A lot of times I was -- a
19 lot of times the nurse does not wear them because they
20 don't like to wear them because they -- for whatever
21 reason -- because they're charting, and they're heavy.
22 But like if I can make any recommendation, I would say
23 you never know when you're going to be a rescuer. Like
24 --- like Gabe Alvarez, like the guy who saw me, like he
25 saw me with the naked eye. You know, he didn't have his

1 goggles on. You know, but if he had, he had those
2 goggles on, say he didn't see me, you know, I think
3 about that. I love Gabe. I call -- I'll call him Eagle
4 Eye for as long -- you know.

5 But like I know -- I know it's
6 uncomfortable, sometimes, for them, but you never know
7 when you're going to be the rescuer. Like I -- I can't
8 stress that enough. You know, between your harness,
9 your helmet, like those are the things that saved my
10 life. But them seeing me saved my life. You know,
11 having a signal, even if it was just my silly iPhone,
12 that saved my life. You know, just they need to be
13 ready for -- to be on both sides of that track, you
14 know, just -- like with 17, you know, you know -- I
15 know, I know things got heated up in there, from what
16 I've been told with Dan Christensen and Matt, because I
17 think he wanted to sit down and help out, but I think
18 Matt made the 100 percent right decision.

19 There was -- they would have -- we would
20 have more people rescued then, you know. So, you know,
21 that's another thing. Like I was talking with some of
22 the pilots. Like they have to be ready for the
23 emotional -- emotional invol -- you know, commitment.
24 Like those are our friends down there. You know. You
25 know, that's the nightmare scenario, but they need to

1 be ready for that, you know, like be calm and
2 collected, and Matt was -- did everything right. Like
3 didn't -- I didn't need more people down there to get
4 hurt. You know, like they made the right decision. He
5 made the right decision.

6 Like I can only imagine how hard it was for
7 him, you know, like more help, but it, it wouldn't have
8 helped.

9 MS. KELIHER: Well, I'm sorry to make you
10 relive this.

11 MR. BOEHM: No. I'm glad -- I'm glad to be
12 with you guys. You guys -- you know, you know how it
13 is.

14 MS. KELIHER: It's amazing how many crash
15 stories we hear, and there's so many different
16 similarities.

17 MR. BOEHM: Oh, man. I'm just glad to be
18 alive. You know, I'll take, I'll take broken legs and
19 anything any day. I can see my little girl, see my
20 wife, my stupid cat, you know. You know. Get to talk to
21 my friends. See you guys, you know.

22 MS. KELIHER: Jim, Dennis, do you have any
23 comments? Questions?

24 MR. MCCALL: A couple.

25 MS. KELIHER: Okay. Go ahead.

1 MR. MCCALL: Okay. Derek, this is -- my
2 name's Dennis McCall. I'm director of Operations for
3 Air Methods.

4 MR. BOEHM: Nice to meet you, sir.

5 MR. MCCALL: Yeah. Nice to meet you. I want
6 to say something. You know, you saved your life, Derek,
7 by all, all the actions you took so -- and I've been
8 writing down, feverishly, some of your recommendations,
9 and ways we can improve. To that, to that topic of
10 improvement, what, what can I do, as the director of
11 Operations, when we're, when we're teaching your basic
12 indoc courses or doing training? What -- what else
13 could we do? What would help prevent something like
14 this from happening again, and if it does happen, to
15 give everybody the knowledge that, somehow, you put
16 together as far as your three foot bubble, and, you
17 know, working with the tools you had, and the creative
18 thing you did with the seats? What do you recommend?

19 MR. BOEHM: Well, I think preparation and
20 training is the key. Like I think people -- it's easy
21 to get -- I hate to use the word complacent -- but
22 it's, you know, it's something that happened. You know,
23 you go on these routines flights, and I think if I
24 could stress the number one, easiest thing to do that
25 saved my life, was to make sure that every time you get

1 in and you check off the ship, is that you get in, get
2 in your harness, and you tighten it down, you know,
3 like, like I said, like toddler tight, like one finger,
4 but not Mission to Mars type; you know.

5 Make sure you wear your helmet right. You
6 know. You know. Put on your chin strap. You know, wear
7 your visor down. You know, like I can only think -- I
8 could have lost an eye, easily, you know, like because
9 I -- I like wearing my sun visor down but not, not the
10 clear one. But I just can't stress it enough, and it's
11 worth it. You know, like, like I can't tell you the,
12 the lessons that I've learned in just, you know, that,
13 that crash, that I want to share with so many people;
14 you know.

15 Like harness-wise, like make sure you put
16 your harness on and tighten down those straps. And that
17 means everyone, especially the nurses, because they --
18 I've seen them where they're loosey-goosey, and it's,
19 it's -- I think that's what ultimately killed Chad. I
20 think that's what killed Chad, is that he had ejected
21 and his straps just weren't tightened down, and -- I
22 don't know.

23 MR. MCCALL: Derek, were you able to tell
24 when Chad left the aircraft?

25 MR. BOEHM: No, sir. No, not until I, I hit

1 the snow, and I called out, you know, you know, Sound
2 off, sound off. And then I saw Chad underneath. I can
3 only imagine, during the tumble, you know. But I, I
4 never heard anyone yell out, or scream, or -- it was
5 just -- it was just all crash noises, no one, no one
6 saying anything.

7 MR. MCCALL: Okay. And I'm sorry if I'm kind
8 of jumping around here, but I'm going back to my notes
9 and some of these things, the questions I had came up
10 earlier when you were talking to us.

11 When you heard the Oh, shit, did you look
12 up?

13 MR. BOEHM: I did.

14 MR. MCCALL: What -- what did you see --
15 what, what did you see at that point?

16 MR. BOEHM: I saw the ridge line, like I saw
17 the mountain coming, and then we tipped up. You know,
18 I saw the sky, and then felt the impact. So, you know,
19 Oh, shit, quick look up, saw the ridge, saw, saw
20 terrain close. Seemed close, really close.

21 I couldn't give you an exact. But scary
22 close.

23 MR. MCCALL: Right. I understand that. And
24 then the -- and then the right turn. That played in to
25 it.

1 MR. BOEHM: Correct.

2 MR. MCCALL: How?

3 MR. BOEHM: The right -- just the hard right
4 bank turn. It's -- it seemed -- I don't know if he was
5 trying to do an autorotate, or, or what, or just try to
6 gain altitude, like a hard stop. Like it seemed like he
7 was trying to -- it was an evasive maneuver, like he
8 was trying to evade this, and then I, I think we were
9 just too close. Like had we had more altitude -- no
10 problem.

11 MS. KELIHER: When you say you saw the
12 terrain in front, you know, say ridge line. As in --
13 just paint a picture of what it, what it would look
14 like.

15 MR. BOEHM: Like we're going in, I saw just
16 the terrain, like the mountainous terrain, snow, brush.
17 Close.

18 MS. KELIHER: Directly in your -- in the
19 bubble?

20 MR. BOEHM: Yes, yeah, within the bubble.
21 Scary close. Within a 1000 feet, I guess.

22 MS. KELIHER: Like any -- you wouldn't be
23 like that --

24 MR. BOEHM: Oh, no, no; not that. Not -- but
25 given our speed, like knowing our speed, and to pull a

1 hard stop like, like he knew it was scar -- like this
2 is going to be scary. So scar -- scary close.

3 MR. MCCALL: And Derek, when you saw that,
4 that ridge line, did you see sky above it, and
5 obviously the earth below, or were you looking up at
6 the ridge line?

7 MR. BOEHM: No, sir. We -- it started, is I
8 could see the terrain, and the, the Oh, shit, like the
9 fast movements, like hard on the stick, pull -- I could
10 hear the, the rotors, just like real loud, grabbing
11 air, and then sky, and then just the cra -- and then we
12 just, you know, we just tumbled from there. The hard
13 impact, hard, hard impact.

14 MR. MCCALL: So when you heard the rotor
15 blades making that popping sound, what was the engine
16 doing?

17 MR. BOEHM: Seemed like it was running okay.
18 I didn't hear anything out of the ordinary. No weird
19 vibrations, No weird smells. Nothing that sounded like,
20 you know, clickety-clunk. Nothing, nothing out of the
21 ordinary, sir.

22 MR. MCCALL: Okay. So -- and when the Oh,
23 shit -- did you hear that in your headset or did you
24 hear it --

25 MR. BOEHM: Headset.

1 MR. MCCALL: -- (inaudible)

2 MR. BOEHM: No. Headset, sir. Real -- like I
3 said, like a panic -- Oh, shit. You know. He -- he was
4 scared. Something scared him.

5 MR. MCCALL: Okay.

6 MR. BOEHM: Not that he was scared but he --
7 something scared him.

8 MR. MCCALL: Right. And then -- thank you,
9 you're being very descriptive. When -- when you said
10 sinking in your seat --

11 MR. BOEHM: Sir?

12 MR. MCCALL: I need to know what that means.
13 You mean -- did you -- were you light in your seat? You
14 know what Logi is. Do you know what it feels like when
15 you get low gravity and you come -- you get light in
16 the seat?

17 MR. BOEHM: Like when you float in the seat,
18 sir?

19 MR. MCCALL: Yeah.

20 MR. BOEHM: Yeah. I'm familiar with it.

21 MR. MCCALL: Okay. So was it that?

22 MR. BOEHM: Just the opposite. It seemed --
23 it seemed like he pulled a hard right, we just like
24 sunk, like you could feel compression, like we sunk
25 down hard.

1 MR. MCCALL: So increase in G forces. So --

2 MR. BOEHM: Correct.

3 MR. MCCALL: -- you were feeling --

4 MR. BOEHM: Yeah.

5 MR. MCCALL: Okay. And then the sensation on
6 your feet was what, at that time?

7 MR. BOEHM: Flat on the deck. Shaking. I
8 could feel like shaking.

9 MR. MCCALL: Okay.

10 MR. BOEHM: Hard -- and then the hard impact,
11 like the world blew up. Just --

12 MR. MCCALL: Yeah. A very few seconds in to,
13 in to these questions.

14 MR. BOEHM: Right, sir.

15 MR. MCCALL: And you know, when he made the
16 hard right turn, did anything in the cockpit? Did your
17 laptop come -- go away? Did anything move?

18 MR. BOEHM: I think my laptop fell away,
19 because it was on my knees. The laptop -- because I, I
20 reached up and grabbed my harness, just, just -- you
21 know, that's what, what we do; you know. I can't
22 remember where it fell, but it might have fallen on --
23 just on the sled. And all the gear was secure. Like we
24 were really good about securing the gear on the -- like
25 we put the trauma bag on the sled, and it's tightened

1 down, and we were really, you know, really squared away
2 about that.

3 Like, you know, of course Schneider was
4 always good about the tail compartment, and we, we
5 played it by the numbers. We just like do our job, and
6 I don't remember a thing, anything dislodging. Not --
7 not that I recall. I remember getting hit by objects,
8 but I don't recall what, what it was. Like I -- I just
9 remember feeling thuds.

10 MR. MCCALL: Thank you.

11 MS. KELIHER: Did you have the bag in between
12 you and Chad?

13 MR. BOEHM: The bag?

14 MS. KELIHER: The bag.

15 MR. BOEHM: Oh, no. I put it in the front, on
16 the sled, and I seatbelted down. So it's -- it's always
17 worked well for us there, so -- and Schneider likes,
18 because he said he liked the weight and balance of it.
19 That's what he liked.

20 MR. MCCALL: And so then, then you impacted
21 the ground?

22 MR. BOEHM: Correct.

23 MR. MCCALL: Do you remember at what point
24 your helmet came off?

25 MR. BOEHM: I couldn't tell you exactly when.

1 Within -- during the tumble, so from impact to tumbling
2 down the, the slope, within ten, fifteen seconds maybe.
3 Somewhere in between there. I can only imagine.

4 It seemed to happen so quickly, and I
5 remember it getting ripped off, and like just get
6 ripped off, but I couldn't tell you exact -- I would
7 say within, within five to ten seconds of impact, and I
8 had that --

9 MR. BOEHM: Okay.

10 MR. BOEHM: -- that -- you could see my med
11 report, that, that deep --

12 MR. SWICK: Abrasion.

13 MR. BOEHM: Yeah. They -- like I said, they
14 thought I had a hangman's rash, or -- but probably
15 saved my life. You know, like all the things were
16 flying at me. Like I wish I'd put my visor down, like,
17 you know -- like peo -- I know people don't like to do
18 it, but trust me -- when you're in that situation,
19 you'll be so glad you did.

20 You know, like every -- everything you can
21 do that keeps you save, do it. Like trust me. Like --
22 like it's worth it.

23 MR. MCCALL: I agree. So doing everything
24 that's safe. Would that include maybe postponing the
25 charting until you got back to base?

1 MR. BOEHM: Well, it depends, because people
2 see that, and you know, safe -- from a safety point of
3 view --

4 MR. MCCALL: Yes.

5 MR. BOEHM: -- it's a distraction. It is.
6 You know, but I understand the crews who had an hour-
7 long dead leg flight -- you know. And normally the
8 nurses do it, and the -- the medics are eyes out. And
9 if they were to chart, en route, I would keep it at
10 that, because I was charting, and, you know, Chad was
11 giving me the paperwork.

12 So really it was, it was Schneider who was
13 eyes out. And like I know the crews switch back and
14 forth, but realistically, from a safety standpoint,
15 like I should have been eyes out, like I should have
16 been eyes out. So I think they should keep it to one
17 person. If those people want to switch back and forth,
18 like that would be a good -- a better idea.

19 MR. MCCALL: Do you think that the Air
20 Methods -- that we, we put you in situations where you
21 feel like you have to chart on the way back to base?
22 And Globe is kind of different, Derek, than a lot of
23 bases, because a that you fly so much.

24 MR. BOEHM: Right, sir.

25 MR. MCCALL: But if you can general, that

1 that -- that that comes from, from a corporate
2 attitude, or something that we're doing?

3 MR. BOEHM: I don't think so. I think I know
4 everyone wants to get their charts done. I think if
5 there was like a grace period towards, towards the end
6 of shift -- because I know people feel pressured to,
7 towards the end of shift, to, to get these charts done.
8 That's the only time I feel like it's an issue, where
9 people feel pressured then.

10 That's when the crew like crew rests is
11 called the most, is because we have charts stacked up.
12 But I, I feel like Air Methods handles it really well,
13 like they're -- they're -- they always encourage us, if
14 you want to call crew rest, call crew rest, you know,
15 like they're -- they understand. You know, and even
16 with our, with our base manager, say, hey, like we'll -
17 - sometimes we'll have Internet issues; you know.

18 They're -- they're very understanding about
19 that. I feel like corporate's very reasonable about
20 that. So if I can make one --

21 MR. MCCALL: Okay.

22 MR. BOEHM: Make -- yeah. I -- I would keep
23 the medic eyes out, and if the nurse is going to chart,
24 that's fine, though. The medic and the pilot have to be
25 eyes out. So if they want to switch seats, that's fine,

1 but like from a safety --

2 MR. BOEHM: -- from a safety point, I should
3 -- I should have been eyes out instead of on the
4 laptop.

5 MR. MCCALL: I appreciate that. You're being,
6 you're being helpful to me. You know, in the end, I
7 need to come up with -- and I have a burning desire to
8 make any changes that you recommend.

9 MR. BOEHM: Oh --

10 MR. MCCALL: Or training, and those type a
11 things, so that we can, we can -- we could put as many
12 defenses up as possible, as soon as possible, so that -
13 -

14 MR. BOEHM: And I --

15 MR. MCCALL: -- something like this doesn't
16 happen.

17 MR. BOEHM: And, you know, if I could
18 recommend anything like it's the -- like we'll just
19 make it a part of our daily routine, like training,
20 harnesses, we check each other, like, hey, dude, is
21 your harness on tight? You know. And then I brought up
22 like -- people are under the notion that you're going
23 to crash, and you're going to walk out and high five,
24 and go grab the, you know, you know, the survival bag.
25 It's nothing like that. Like it's nothing like that.

1 You know, Chad was trapped underneath the
2 ship. Schneider's dead. My legs are broken. You know,
3 all I had was, was in my three foot wall, my three foot
4 bubble. And I, you know, if I can make a
5 recommendation that they issue like a, like a flight
6 vest, like a standard flight vest that has, you know, a
7 small safety, a survival kit, you know, a place for
8 your cell phone, and then, you know, anything that you
9 want for your, for your personal items.

10 You know, I -- because all I had was what
11 was on me. You know, I had my shears and, you know, if
12 I had some glow sticks, or a saw, like all that brush
13 in front of me, like at least I would be occupied, you
14 know, like -- you know. And then, you know, a strobe.
15 Like have personal strobes.

16 If I can make one recommendation, like have
17 a strobe, have like a, a good sturdy flashlight, you
18 know, a waterproof flashlight, because those things,
19 like that's what saved my life, was being able to
20 signal.

21 If I can just pop -- pop a strobe, and just
22 put it out there, you know.

23 MR. MCCALL: Yeah.

24 MR. BOEHM: Because I was under the
25 impression the ELT was going off the whole time. So

1 that -- that was my, my strength, you know, is like the
2 ELT's going off, and I told Chad -- I said our friends
3 are going to find us, dude. Like our -- we're -- we're
4 not -- we're not going to die out here.

5 MR. MCCALL: Right. I understand. Could I
6 make -- and you know, not, not soon, but I may call
7 upon you to, to help design these, these vests, and to
8 talk about these things more, maybe even ask you to
9 talk to --

10 MR. BOEHM: No; no. I'd be glad to.

11 MR. MCCALL: You know, sort of be an
12 ambassador, to talk about this, because I don't get to
13 talk to survivors very much.

14 MR. BOEHM: Right, sir. Right. I just --

15 MR. MCCALL: Go ahead.

16 MR. BOEHM: Well, I'm just -- you know, if --
17 I just want people to know that if they crash, you
18 know, expect to be hurt. Expect it. Expect to be hurt,
19 and if not hurt bad, because it's -- and what -- you
20 don't have the luxury of, of getting in to ship and
21 crawling in compartments. You know, like, God, I, I
22 wish they would. But having that stuff on you, like
23 knowing if I had that on me at the time, especially
24 like having like winter gear, and then like a summer
25 pack.

1 Like in the winter gear, if I had a space
2 blanket, you're just trying to buy minutes, like you're
3 not trying to buy days. You're just trying to buy
4 minutes. And by having those simple things, and, and
5 thinking outside the box, and, you know, like I said --
6 I'm sure I looked pretty silly with a leather hat on
7 but it -- you know -- but it worked, you know, it
8 worked, and I think, I think people need to understand
9 that. Like you're going to have to be creative and --

10 MS. KELIHER: That was the back of which seat
11 that you did that?

12 MR. BOEHM: I'm not sure. The -- the -- I'm
13 assuming it was one a my -- my --

14 MR. SWICK: It was actually the lower side of
15 the seat.

16 MR. BOEHM: Okay.

17 MR. SWICK: Is what you were sitting on.

18 MR. BOEHM: Oh, really? Oh. It worked, you
19 know, and I would love, I would love to sit down with
20 you guys and go through this, and I just -- I can't
21 reiterate. It's just preparation. People be prepared
22 for -- to be a survivor and a rescuer. You know, like,
23 like I bring up Mario from Air Dock 4, like he had just
24 tennis shoes on, you know, in that rocky terrain. Like
25 people need to be aware. Like you could be a rescuer

1 like that, you know, and I know these flights get
2 tedious sometimes, and mundane, but trust me, when you
3 go down and you're there with your friends and --

4 MR. MCCALL: You have a long time to think
5 about it, don't you?

6 MR. BOEHM: Yeah; yeah; yeah. You do. You
7 know, I just -- I want want to make sure that everyone
8 is just prepared, and that they're prepared for the
9 worst, you know, and just they have the tools to
10 survive. You know, and to think -- like you have to
11 believe your friends are going to find you.

12 Like I knew you, you guys aren't going to
13 let me down. Like I, I love my friends. You know,
14 people at Air Methods, these are my friends, you know,
15 they're going to find me. Like preparing your mind for
16 that too. You know, even, even after Chad died, I was
17 like Chad wouldn't want me to sit here and die.

18 You know, like there are times I got sleepy,
19 and you think about, oh, just take a little nap, I'll -
20 - like no, like I've, I've seen that movie. I don't
21 want to be that guy; you know?

22 MR. MCCALL: Right.

23 MR. BOEHM: You know. But like you just --
24 you have to believe that you're going to survive and
25 by, by having those tools, like if you had a basket of

1 survival stuff in it, like man, oh, man, I'd feel so
2 much better. You know?

3 MR. MCCALL: That's valuable information,
4 very valuable. Derek, can you hear warning horns in
5 your headset? For example when they start an aircraft,
6 and usually when they're running it up or running it
7 down, at a point you'll get a warning sound in the
8 cockpit.

9 MR. BOEHM: Right.

10 MR. MCCALL: Like can you hear those? Are you
11 aware of those?

12 MR. BOEHM: Sometimes we hear them. I think
13 sometimes the pilots have the ability to -- for us not
14 to hear them. But we hear them like when you, when you
15 reach so many feet, that that -- that siren goes off,
16 that tone.

17 MR. BOEHM: Okay. Right. Router altimeter?

18 MR. BOEHM: Correct. Yes.

19 MR. MCCALL: Okay. So you -- you didn't hear
20 any noises, again?

21 MR. BOEHM: No, sir. No, sir. Just Schneider
22 going. Just the panic -- oh, shit, and, you know, the
23 hard right bank.

24 MR. MCCALL: Okay. And then did you think --
25 if all three of you were looking out, do you think

1 anybody may have challenged Schneider on what he was
2 doing?

3 MR. BOEHM: Most likely. Like, hey, dude, why
4 don't we -- why don't we gain altitude, you know, let's
5 go -- let's just go back to base. You know, I think had
6 we not been committed with the paperwork, and, and been
7 eyes out, and like -- and like -- and like I said,
8 Schneider -- of all the pilots at the base, he was the
9 machoer of the pilots. You know.

10 Anything. Like -- but he was, he was smart.
11 Like he was the safety guy. Like he, he would -- if you
12 said something to him, he would -- he would have been,
13 Okay, no problem, You know, like he wasn't defensive
14 about things. Like he's -- Oh, sure, okay. Sorry. But
15 good talk. You know? Like he, he wouldn't have taken
16 that personally.

17 MR. MCCALL: Okay. So you didn't have
18 reservations about bringing stuff up and --

19 MR. BOEHM: Oh, no. No. Far from it. And all
20 the pilots were like that. Like everyone at 5 is --
21 hey, guys, like if you see something, or you're
22 uncomfortable, say --- say something. Like we're always
23 really good about that. Yeah. I mean, looking, looking
24 at it from hindsight, you know, like I wish I hadn't
25 been on the laptop. Like I -- because I just passed my

1 thir -- my second rider the day before, and I was
2 trying to help Chad. I was like, well, let me help you
3 out with the charting, dude, you know, and it's kind of
4 like -- you know, because the nurses are in their
5 little corner like. They don't -- they don't have the -
6 - because the pilots are in front of them. Like I have
7 a field of vision. You know, like that's -- that's my
8 job, is to be eyes out and I, I shouldn't have done
9 that. You know, I'm thinking about that.

10 MR. MCCALL: Yeah. And I don't want you to
11 fret over it. It's just something that we'll look at
12 later on and --

13 MR. BOEHM: Right.

14 MR. MCCALL: -- we'll take different
15 recommendations on that.

16 MR. BOEHM: Right, sir.

17 MR. MCCALL: Okay. Last question. Did I hear
18 you say that -- that Schneider made, before the Oh,
19 shit, he made a machine gun noise?

20 MR. BOEHM: Correct.

21 MR. MCCALL: Or did you say -- he did?

22 MR. BOEHM: Right. Right. Right. Like it --
23 it seemed like he was in a moment, like he was in a
24 moment from a, from a deployment. Like he was, he was
25 telling us about rocket pods, and ships he was on, and

1 like making the machine gun noise. I don't know. Like I
2 hate to paint that picture of him, but may -- maybe he
3 was, maybe he was in some sort of flashback moment, or
4 just something that distracted him enough to just for
5 us to lose that altitude, like to be in that wrong
6 place at the wrong time, you know, and -- you know, and
7 I, I love Schneider, man. You know, he's great pilot. I
8 --

9 MR. MCCALL: No, and you're, you're not
10 saying anything bad about him. We're just -- again,
11 this is to prevent future occurrences, not to, not to
12 point the finger at, at people from the past.

13 MR. BOEHM: Right, sir. Right. Yeah. I know.
14 I just --

15 MR. MCCALL: Okay. Those were my questions.
16 Thank -- thank you, Derek. Thanks.

17 MR. BOEHM: Oh, you're welcome, sir. I'm
18 glad to help, any time.

19 MR. MCCALL: Okay. I'll be talking to you.

20 MR. BOEHM: I look forward to it.

21 MS. KELIHER: Jim, do you have anything? All
22 right. We're going to hang up with you guys.

23 MR. MCCALL: Thank you.

24 (Whereupon, the interview was concluded at
25 2:32 p.m.)

C E R T I F I C A T E

MATTER: Air Ambulance Crash Near Superior, Arizona
NTSB Accident No. WPR16FA040
Interview of Derek Boehm

DATE: 01-15-16

I hereby certify that the attached transcription of page 1 to 100 inclusive are to the best of my professional ability a true, accurate, and complete record of the above referenced proceedings as contained on the provided audio recording; further that I am neither counsel for, nor related to, nor employed by any of the parties to this action in which this proceeding has taken place; and further that I am not financially nor otherwise interested in the outcome of the action.



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