



RECORD OF CONVERSATION

Noreen Price
Aviation Accident Investigator
Alaska Regional Office

Date: December 31, 2019
Persons Contacted: Vicki Bowler, Medevac Alaska RN
NTSB Accident Number: ANC20FA007, N4087G Security Aviation

Narrative: Ms. Bowyer is a Registered Nurse (RN) employed by Medevac Alaska. She was interviewed by Noreen Price, the investigator-in-charge. This is a summary of her statements.

- Ms. Bowyer has been an RN employed by Medevac Alaska since September 27, 2019. She has been a nurse since 2012 and this job is her first as an air ambulance nurse.
- She enjoys working for Medevac Alaska. Her supervisor was Cory Hughes and he was very supportive. She works a one month on and one month off schedule. During her work month, she lives at the apartment provided by the company and is on call 24/7.
- She stated that even though she is on call 24/7, fatigue is not an issue because most all of her flights are scheduled ahead of time as routine transport. She was not aware of any fatigue policies that the company had.
- She flew about 18 flights in October and stated that that is not much.
- She had never flown to Seward Airport.
- Ms. Bowyer stated that she did some training at Security Aviation on how to load and unload patients, but not emergency evacuation. She also attended Alaska medevac escort training that discussed how to care for passengers in an emergency situation.
- Alaska Medevac employees discussed the “3 to go, 1 to say no” often, but she was unaware of any written policies.
- She stated that the usual dispatch process was for routine air ambulance transport and it was scheduled the day prior. Dispatch created a schedule. At the scheduled time, the flight medical crew would go the airplane at Security Aviation. The medical bed was usually already installed. It included a stretcher, oxygen supply and electrical outlets. The pilot always provided a routine passenger emergency brief and told them what the weather was. There was no discussion about “go” or “no go.” It was understood that the pilot accepted the flight and it should be safe.
- When Ms. Bowyer was asked about her knowledge of VFR vs IFR flights or what a weather hazard was, she said that she was still learning all that and did not understand it.

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- She stated that all the pilots were very nice and safe at security Aviation. Everybody was comfortable with them.
- Ms. Bowyer flew with the accident pilot between 2 to 5 times. She stated that he was quiet, and she did not know him well, like some of the other pilots, but she knew he was very experienced and the director of operations, so she was always happy to hear he would be the pilot.