

Interview with Ryan S. 14 March 2015 conducted at Riverside Airport, Tulsa OK. Compiled from Notes of Lance Wilkerson.

Ryan Setzkorn, 34 years old. EMT since 98, FP since 2000.

Attendees: Tom Latson, Lance Wilkerson, Manny Figlia, Lance Hofmann, Craig Richardson.

Introductions were made.

Interviewer Tom Latson asked Ryan to go through his day leading up to the accident:

Ryan said that when the pilot's changed shifts they went through a normal crew brief. They concentrated on the fact that the NVG system was deferred and that flights would be unaided. They discussed weather and the forecast and determined that they would probably hangar the aircraft at around 6:30. Weather never really developed and at 8:30 in the evening the "tones went off" for patient transfer from McAlester to Tulsa.

Crew checked weather and report showed ceilings at 8500 and 6 mi visibility at McAlester and 10,000 and 10 at Tulsa. They all agreed to accept the flight. Ryan did point out that later they would find the report "wrong" and that Okmulgee was nowhere near 8500 foot ceilings.

At around Okmulgee Matt said there was some "skud" and informed to crew they would drop to 1500. "All were still comfortable". "They made it to Tulsa OK."

All checked weather again, Reporting was still the same and they took off for home. At this point Ryan related that they had pre planned to turn around and return to Tulsa if weather was questionable again at Okmulgee and reviewed IIMC procedures. Ryan related that he thought they had about 40 percent fuel at Tulsa and did not refuel prior to return trip.

Ryan stated that he recalled they were at 1500' at Okmulgee and that "they figured they should be good". They were "half way home". Sometime later "Matt said "This is not good."

They "went IMC". Ryan stated he had informed the pilot to "climb to 3500 ft". When questioned further he stated that he did not think the climb was ever initiated.

He stated that he informed the pilot that he could see the horizon, and lights to his left. Matt said "Tell me about those lights". Ryan said "They are to the left" Ryan stated that he saw the lights move toward the front, indicating a left turn with hand gestures. He said he saw a strobe flash and saw trees and then he said "Pull Up" "That was it."

When questioned he stated that he did not hear any radar altimeter alarm.

Tom Latson asked Ryan to relate the events that occurred "after impact"

Ryan said they came to a stop. He called out names. Kim answered, Matt did not. He had a flashlight in a pocket and found Kim. He cut her seatbelt and pulled her out of the aircraft. He called dispatch and gave coordinates from his phone. His phone "died". He said that Kim had a broken leg. He said he performed a perimeter walk to analyze the terrain. He said that he'd found the survival kit and utilized its contents. He found Matt. He knew he was gone. He estimated it had been about 30 minutes since impact. When questioned further he described the pilot as still being belted to the seat on his knees in a face down position. At first he thought he was decapitated. He had a traumatic leg amputation and

later stated that his head was underwater. He found the Narc bag near the pilot and went back to "help Kim feel good". He moved her further uphill.

Ryan was asked about discussions with the pilots earlier in the day. He'd had a briefing earlier in the day with Chris Hart whom he identified as the base lead. They had discussed the faa ramp check and the fact that the NVG system was "M.E.L.'d " He said that later, when Matt came on they discussed it again.

He stated that shift change for the pilots was at 6 p.m.

He was asked to relate Kim's injuries. He stated that she had a closed mid span right femur fracture, a right ankle fracture and 3 broken ribs.

He was asked to relate the pilot's injuries and stated the pilot was assessed as deceased on the scene, as described above.

Matt stated that he recalled the pilot turning on the search light on the first leg to the trip to Tulsa to see the haze. He did not recall doing that on the trip back towards McAlester.

He was asked to describe how he felt about the use of his helmet, which he brought to the interview and stated that without the helmet he would have probably suffered a TBI and estimated that Kim would have suffered even greater injuries. His helmet was examined and photographed. He stated that without the helmets they probably would not have remained conscious during and after impact.

He was asked about his and Kim's positions in the aircraft and he stated that He was back far left and she was back far right. In positions 1 and 4.

He was asked if Handheld GPS equipment was on board. He stated that there was not.

He was complimented and thanked for his actions after impact.

He was asked how he felt about Matt's attitude that day. He stated that Matt was as happy as he'd ever seen him. He described him as happy and excited about his new girlfriend.

He was asked about the aircraft and said that everything was fine.

He was asked about the contents of the survival kit and if he had any suggestions about adding or deleting any contents. He agreed to think about it and discuss it later. He was thankful for the compass and the extra space blankets that they had added. He stated that he did not make a fire because he was concerned about fuel and fumes in the area.

He stated that he wished he'd had NVG's because he felt that in his experience, it allowed him to see cloud layers further away. He related that he wished he'd never told the pilot about seeing lights or horizon to his left.

Interview with Kim Ramsey RN/ Flight Nurse for EagleMed 35 N919EM accident 3-12-15, Interview completed at St. Francis Hospital 3-16-15 .

Present for the interview.

FAA ---- Matt Rigsby and Todd Evans

EagleMed --- Stacy Croomes

These notes are written in the first person as they were spoken to the group.

Kim was hired in November 2012, did orientation in Tahlequah, and has worked in McAlester all the time. She is an RN and never before worked for an Air Medical Company.

Thursday morning 3-12-15 came on about 8 am, Ryan was late he overslept Kim called him he said he would be there around 2 pm because it is a 2.5 hour trip to the base.

So Ty and I were talking and they were doing charts and just being silly.

Ryan got there and we were doing our checks off that sheet. Narcs and stuff

Pilot for day was Chris Heart, he was telling us that the FAA ?? "I can't remember the letters" were there a couple of days before and something with the lights we use or barely use were checked out and they had a small crack in them we couldn't use the goggles.

Report from Chris they had been like for a while, someone went to a class and just found out that had to be done now. Now were going to get it done .. they had the parts and some filters that needed to be put in. they were going to wait to put them in Monday because some weather was coming in and they would not have to put us out of service. We talked about a scene call, and if we had to go into a scene we felt was unsafe we would plan an alternate place that we knew or alternative place we knew.

We rested that day, we went on standby we went up and turned around got canceled. Watched some movies... Chris went off Matt came on... That morning our safety topic was what were our duties while taking off and landing .. what to do while flying like say 1 o'clock 2 o'clock that thing

When matt came we talked about the weather. He came on at 6pm so he was there about 5:30pm.

We talk to him about our safety topic that day with Chris, Matt did not mention the goggles.

He talked about weather, we would possibly move the aircraft over to the hanger because we were supposed to get some heavy rain around 7 according to the weather.

Matt continued to look at the weather, at 7 we said we have to figure it out because one of us had to drive the vehicle over, our EagleMed truck. Matt said he was going to be diligent about looking at that.

About 7, matt said it looked like it was going to be more like 11pm before the weather, so we just continued to watch our movie and talk.

We heard ambulances going by the base, unknown time?, maybe around, 830, Kim remembered the paperwork said the accident happened about 825, it was just 2 blocks away. Went on standby first and then we were launched, started gathering our stuff, went to the bathroom. Matt went to the bathroom and Ryan and I went on up because we were taking off from there (hospital) . Ryan called Stacey to see ventilator wise because it was pediatrics. And some equipment.

Matt pulls up and said you left me, Matt always tries to help , he untied and was doing stuff to the aircraft, he finished his , then he came in and helped us finish our stuff. He always helps us sometimes we have to tell him not to, because I want to do it.

Loaded the patient like we always did, he did his walk around, we did our walk around, Ryan got in I closed his door then I went to the right side and got my helmet on so I could watch the tail. I got in and we went to Tulsa

Going to Tulsa we were at 2000 with altitude there were clouds over to the right way back, Matt said were going down to 1400 , because there clouds over there. Ryan said I can't see them, I said I could not either. Matt said they were there something we needed to do. Once we got to 1400 matt commented he could see city lights now Ryan and I could see the light too.

We got here got patient out, Matt said we could get back and we all three needed to talk about it. He said it was 10,000 scattered and 10 miles visibility. I said if you feel like we can go, I could see way out there. We did our walk arounds...We did our selfie, just something we always did. I commented he never smiled and he said all those years in the military they don't want you to smile its . hard to smile finally. While we were in the hospital Matt checked the weather on his IPAD and/or his phone.

We did our checks seat belts harnesses chin straps and equipment checks I said were ready and we took off. Got out of Tulsa and I started charting, then Ryan said this may be a good time to do our IIMC practice just in case. Matt said that would be good, Ryan got the approach plate; I decided to shut down the computer and pay attention.

And we were going if it happened this is what we would do.... Matt said what number would you give me ...Ryan said 3100 ... I remember he said it would be right here. I remember Ryan saying were in a cloud, were in it .. It was a cloud.. I could see lights on the right. ..I remember Matt saying Ryan what do I do now...He was calm but it was like he .. Ryan said go up, Matt said I'm going to Okmulgee cause I can see lights to the left, I'm turning left.... When he started the turn Ryan started yelling pull up pull up..

I also remember Matt saying what's that noise , and Ryan and I was saying that's your 500 .

It wasn't yelling it was stern I just started seeing trees, and then I didn't hear anything else after that. Just me I was burning from the impact and belt.. I could hear the crumbling and wondering why I'm alive. All I could think about is the nurse and the pilot always die and that's all I could think about.. and

then I could hear Ryan saying is everyone ok... I said I'm here.. Ryan said girl we got to get you out of here because there is fuel... I still had my seat belt and helmet on.

Ryan got me out and started taking care of me; the aircraft was on its side I was on the Right side.

Kim stated that they would randomly do the IIMC procedures. She felt comfortable with Matt and she is comfortable speaking up if she is not comfortable. She has never been questioned or reprimanded for speaking up.

End

The interview went from ~1400 to 1440 CDT March 16, 2015.