

At approximately 2310 on March 3 2019 BHLF1 was dispatched to a scene flight in Enning, SD. After checking weather and preparing our equipment the BHLF1 crew (Chris Miller, Pilot, Micky Neilan, Nurse, and Anthony Vopat, Medic) departed the Spearfish base, located at the Black Hills Airport, KSPF at approximately 2337. As we headed toward Enning we established communication with the ground ambulance and were informed that the landing zone was located in Union Center, SD. Once we identified the LZ and the ambulance, we received an LZ brief from the ground crew and preformed a high recon. I briefed the crew and then we continued our landing. After I rolled the throttle to idle and briefed the crew that they were clear to depart and start preparing their equipment. Less than thirty seconds into the 2min cool down process, as the crew was departing the aircraft, I noticed the ambulance heading toward the aircraft and an immediate impact with the rotor blades. Immediately I closed the throttle, turned off the fuel valve, and pulled the rotor brake, I noticed that Anthony had been thrown to the ground. After ensuring the other crew members were not injured I exited the aircraft and surveyed the damage. Realizing that we would no longer be able to complete the flight, I contacted dispatch to have another aircraft dispatched. I then contacted Air Methods Operational Control Center to start the Post Accident Incident Plan (PAIP).

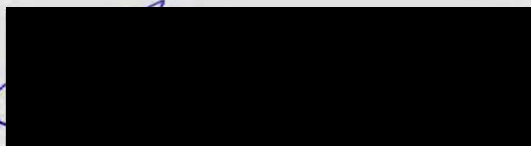
Chris Miller
Pilot Black Hills Lifeflight



Incident of March 3 2019 of Black Hills Life Flight and Faith EMS

From: Anthony Vopat Flight Paramedic

Per my account: At approximately 2310hrs on March 2, 2019, PIC Chris Miller was notified of a request for a scene flight to Enning, South Dakota. Once it was accepted for weather my partner, flight nurse Micky Neilan and I made ready necessary equipment and paperwork, at the crew base, then as a whole team headed for the aircraft. The Flight team made aircraft ready for flight in the usual manner during standard hanger operations. During the flight the flight team discussed how best to mitigate the cold temperatures. This plan was to make ready the medical equipment and necessary bags to be taken via the lifeport cot into the EMS unit where the Pt could be prepared for flight in a controlled and warm environment. During the flight to the scene, radio communications were made with 49-1 (Mead Co. dispatch) who advised BHLF #1 that ground contact would be 49-9-R1. R1 was contacted via radio (same channel) and gave BHLF #1 his LZ location as school parking lot with wires warning and location. The LZ was located, upper orbit completed. Wires noted verbally from PIC and confirmed by med crew. Other safety concerns noted to include snow. On final, risks are called out such as wires as we approached the LZ. Med crew from both sides called out snow dust being blown up and aft. The EMS unit was on my side of the aircraft. The EMS unit was stationary and remains as such during set down. Post skids down I called 49-1 to advise them that we were safe on the ground. PIC Miller advised over ICS that we were clear to exit, Flight RN Micky did so. As he did I made ready equipment for exit. Micky was now at my door I opened the door to him as he pulled the door to secure it. I stepped out looking aft and scanning back to forward of the aircraft, there was no threats noted. The EMS unit was not moving as I could see. I am now standing facing the inside of the aircraft. I moved the ECG to the foot space of my seat. I next moved to get the lifeport into position, in this action step I heard a loud banging noise, and next thing I see is the skid next to leg and me on my back. I am now focusing on the skid that is running along my body and trying to stay on top of it as it is moving up and down and towards me, as I am lying inside the skids. As I gain more awareness and note that skid is not moving as much as it was, I directed my attention to what occur. I noted the EMS unit and its proximity to the rotor blades and the location of that unit that was being struck by the rotor blades. I began yelling to stop and move back. I am now standing as the EMS unit did stop and begin to back away I turned to asses my partner Micky, our PIC and aircraft. Micky advised to stay near the aircraft as rotor blade is still moving. As the rotor blade came to a stop I realized that our aircraft was out of service and, due to the outside temperatures, we will need to protect our equipment as we will need to abandon the aircraft. Micky stated that we needed to make Pt contact. I grabbed the ECG monitor, the large red and small red bag. We now directed our attention back to the EMS unit and noted that was light coming from the left forward corner of the Pt compartment. Micky told me that he had made contact to our area manager. The plan was made to call Aircomm request BHLF #4 and get a second EMS unit to head our way as we deemed the current EMS unit on site was not fit for transport in current weather.



On March 2nd at approximately 2310hrs BHLF1 was requested for a scene flight to Enning, SD. The crew was Chris Miller, Pilot, Micky Neilan, Flight Nurse, and Anthony Vopat, Flight Paramedic. We departed the Spearfish airport at 2337. En route we established radio communication with Meade County dispatch (49-1) and then with the ambulance (49-9 R1). They described the landing zone and stated they would light the area in which to land with their headlights. The landing zone was to be in Union Center, SD on the east side, along hwy 34.

Local temp was (-15) Fahrenheit with a 10-15 knot wind from the northwest. We then discussed the plan to hot-off load, to include the stretcher, primary bag, med module, and monitor but to cold load the patient due to the extreme low temperature and life threatening windchill.

When the landing zone was identified, a high recon was performed and the pilot confirmed all the obstacles that were mentioned by the ground crew. When we landed facing northwest the pilot announced we were clear to exit. I stepped out the right side, scanned the area to the right noting a simple building labeled "School House" approximately 30 yards away. I proceeded forward and around the nose of the aircraft. At the 11 o'clock position there was a type 3 ambulance approximately 40-50 ft away that was stationary with its lights on. I proceeded down the left side with the wind at my back. Anthony was exiting the aircraft and stepped down just inside of the skid. The area left of the aircraft was clear and there was no vehicles or personnel aft of the aircraft. I reached around and took hold of the red door tether, released the middle latch, swung the door open, and proceeded to attach the tether to the front of the aircraft when I heard a loud noise. The aircraft lurched violently to the right, raising the left skid off the ground, knocking Anthony off his feet. He landed on top of the left skid. I saw the ambulance off my right shoulder (I was facing aft) now within 15ft of the aircraft. Very quickly thereafter the main rotors came to a stop.

I verified Chris and Anthony were not injured and called Teresa Farnsworth, Area Manager, and advised her of the condition of the aircraft. The driver of the ambulance stepped out and was instructed to activate the closest ambulance to our location. I then proceeded to the back of the ambulance to evaluate the patient on board and to check on the remaining EMS crew.

Micky Neilan, RN, CFRN

Black Hills Life Flight

Spearfish, SD 57783

INCIDENT REPORT

Incident Date: March 3, 2019

Incident Location: Off of SD Hwy 34 on East side of Union Center, South Dakota, in rural Meade School District school yard in front of Fire Hall

Crew members/patients present: Kris Escott, Paramedic; Terri Lesmeister, EMT; Noel Fischbach, driver

Incident narrative:

On March 2, 2019, at approximately 22:30pm MST, the Faith Ambulance left Faith (10:8) to the scene at Takini School Village (House 224). At approximately 23:01pm MST we arrived on site at Takini. At approximately 23:12pm MST, we left Takini (10:8) for Union Center to meet air ambulance. At approximately 23:58pm MST, we arrived at Union Center. At approximately 00:24am, the air ambulance landed. The helicopter crew got out of the helicopter and opening doors, etc. As driver of the Faith Ambulance, I rolled the ambulance ahead to get closer. I didn't realize that the helicopter blades were still rotating. At approximately 00:32am MST, the helicopter blades struck the left front corner of the Faith Ambulance (49-R1). I immediately put the ambulance in reverse and backed away. The crew of the helicopter appeared to be unharmed. The inside of the Faith Ambulance did not appear to be damaged; but, the blades did knock off the light bar and the front lights on the ambulance box, and damaged the top left corner of the ambulance box. The helicopter blades appeared to shred upon impact and debris was scattered about the area. I called Meade County dispatch and they informed me that they would notify another air ambulance and law enforcement. The Meade County Ambulance from Enning with a three member crew arrived on site to assist. Meade County Deputy Sheriff John Rhoden arrived at approximately 00:47am MST. Meade Count dispatch called to notify us that Air Methods flight 4 was enroute to the scene. At various times throughout this period other several other people showed up to help, including: Brett Hoffman and Ben Meyer. The Faith Ambulance crew in rear of ambulance and the patient were not harmed.

At approximately 1:39am MST, Air Methods air ambulance arrived at the Central Meade County Community Center. The Air Methods supervisor from Rapid City arrived but I don't recall exactly what time that was. I was able to drive the Faith Ambulance to the new location approximately 1/4 mile South of the original location. The air ambulance had landed and all available crew members, including Faith Ambulance, Enning Ambulance and Air Methods crews assisted in rolling our patient to the air ambulance (Air Methods flight 4). At approximately 1:48am MST, we departed the new location to return to the school yard. Upon arrival at the school yard, South Dakota Highway Patrol 178 was waiting for us. I was interviewd by Deputy Rhoden and SD HP 178. We ultimately decided to leave the Faith Ambulance at the Fire Hall in Union Center. Ben Meyer allowed us to use his personal vehicle to drive back to Faith. At approximately

2:13am MST, I drove Mr. Meyer's vehicle along with Kris Escott and Terri Lesmeister back to Faith. We arrived back in Faith at approximately 3:30am MST.

Signature:

[Redacted Signature]

Date:

March 8, 2019

Noel E. Fischbach

[Redacted Address Line 1]

Faith, SD 57626

[Redacted Address Line 2]

Reported to: Kris Escott, Faith Ambulance Supervisor