

January 29th 2016 @ Huntington Tri State FBO. (1)
It is 1438 currently by cellphone & wrist (2)
Watch time. (3)

- We overheard radio communication requesting weather check for a specialty flight, began making preparations. Headed down stairs to the helipad to check with the pilot regarding status of weather. Weather clear for flight so calculations began regarding crew configuration / weight. It was determined that we had to leave a flight team member behind because we would not burn enough fuel to add the weight of the pt- on the return leg of the flight (needed to be closer to 80 on fuel & we would only be about 90 when we reached Three Rivers Hospital.)

1226 - (by my watch) Radio confirmation / page for flight. Obtained narcotics, blood, angel warmer for flight. While awaiting arrival of L&D nurse I reviewed radio ~~freq~~ frequencies with Chris Blank (I had never been to Three Rivers by Aeromed before) - No frequency changes or ground contacts required. Pilot looked up Three Rivers in LZ book and LZ reviewed.

John Blank

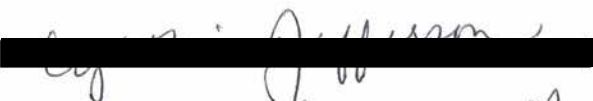
L2 book zip closed & replaced beside of the seat. L4 D RV Cindy Jefferson arrived at the helipad & we assisted her with locating a helmet, ensured proper fit (2nd helmet fit). (2) (3)

Pre-flight walk ~~around~~ around performed by 3 flight team members, witnessed by Chris Blank. Crew entered Helicopter. I witnessed L4 D RV Cindy Jefferson slide & latch her door (witnessed her arm motion as I obtained my helmet from the head of the stretcher). Placed my helmet on, closed & secured my door, verified my crew mates could hear me on Comm's then fastened my belts/harness and snugged them down. Pilot Ramon Gorse spooled up helicopter after verifying crew was ready - which we each verified we were in & secured. We ~~ea~~ (crew members) told Pilot we were clear on our (visual) sides of the aircraft ($\pm$ stated clear right while scanning for problems in my visual area of the helipad). I ask Ramon if I could contact Huntington Med Comm and he permitted. I made an attempt to contact with no response - verified frequency on radio while Ramon talked to ATC. Radio frequency was

correct (400) - checked & we were on FM 4, (3063)
verified with Ramon ~~that~~ & he said that
it should be FM 2. Changed to FM 2
& made contact with Med Comm Huntington
regarding flight take off. unsure of what time that was
(1258 by my watch was take off.)

~~1002~~ During flight heard loud wind noise & looked
left to realize the side sliding door behind
the Pilot ("Nurse" seat) was open. Ramon
asked Cindy to push the lever at the top
of the door to unlock the door (when it opens
it locks for safety) she was verifying which
lever and I helped by asking Pilot Ramon if it
was yellow. He replied that there should be writing
around it. There was no writing. He asked her if she
could close the door & she stated (after looking
back "it's gone". Ramon asked me to contact
Med Comm to tell them we were going to perform
an emergency landing - after I started contact
he changed his mind & stated he would make the
contact (1302 by my watch). Contact made, Emergency
Landing at Tri State Airport performed with no
Further complication. Contacts made after landing.

Arrived on helipad - got helmet - did walk around with health net flight nurse. Placed art ser transport bag in middle seat, got into aircraft and put on seat belt. Connected helmet to center box. Shut and secured door. Several minutes into flight heard whooshing sound and felt cold air. Noticed door open - I thought door had come open, but could not find it to attempt to close it. After discussion with pilot and flight nurse we realized door was completely gone. At this time notified of diverting to Tri State Airport per pilot. Had eventful landing at Tri-State Airport.


Maternal Transport Nurse