U.S. Air Rescue Commission - ICAR
Mountain Rescue Coordinator; *Flight For Life*
Alpine Rescue Team – 30 years
2018 USA AIR RESCUE REPORT

PART 1
Accidents - USA

PART 2
Accidents - other

PART 3
The “Concern Network”
Accident Report

Likely a Collision with Geese
Pafford “Air One”
November 19, 2017 – Rural Arkansas
The Bell 407 HEMS helicopter took off from Pine Bluff headed towards a Regional Medical Center.
A witness reported hearing geese get loud right before the helicopter flew over a reservoir.
“Several bird carcasses were located in the wreckage of the helicopter.”

National Transportation Safety Board
Pilot Michael “Mike” Bollen
Flight nurse Jim Lawson Spruiell
Flight paramedic Trey Auld
Non-HEMS Accident

3 killed in Grand Canyon Crash
Tourist Flight
February 10, 2018 – Grand Canyon National Park
• The EC130 B4 was destroyed when it crashed on an approach to land.
• Three passengers died.
• The pilot and three passengers sustained serious injuries.

The wreckage was engulfed in a post-crash fire.
News Video the next day
The helicopter was not equipped with a crash-resistant fuel system required by a 1994 FAA regulation.

A loophole exempts newly manufactured helicopter with certificates approved before 1994.
• “Papillon will retrofit our tour fleet with crash resistant fuel systems”

– Papillon owner and Executive Vice President Lon Halvorson - 17 Days later
2 weeks ago the US Congress passed a law requiring crash resistant fuel systems.
Accident Report

Tourist Helicopter into East River
All 5 passengers die, pilot survives
March 11, 2018 – New York City, NY

The Telegraph
5 passengers on a “doors open” photography flight

Each passenger was restrained in the helicopter with:

1. *Helicopter manufacturer's 4-point seatbelt*, and

2. *An aftermarket harness tethered to hard points.*
The front passenger and two rear outer passengers sat sideways facing outside.

The 2 inboard passengers sat tethered on the floor with their feet on the skids.
MAYDAY Call

PILOT:
ZERO LIMA HOTEL
MAYDAY MAYDAY MAYDAY

Video From NY POST
What happened?

The front left passenger turned outside to take a photo.

At that point, the pilot heard a "low rotor rpm" alert.
Engine pressure and fuel pressure warning lights illuminated.

The pilot:
- lowered the collective and made a distress call
- yelled to the passengers to get back in their seats.
- reduced rotor rpm “to glide better.”
The pilot:

- attempted to restart the engine (failed)
- tried the starter again (failed)
- checked the fuel control lever (normal)
- activated the floats (2 failed)
- reached down for the emergency fuel shutoff lever, it was in the off position
The front seat passenger's tether was underneath the emergency fuel shutoff lever.
The pilot:

- Turned fuel shutoff lever to "on"
- Restarted the engine
- Realized that the engine "wasn't spooling up fast enough,"
- Realized it was too late to avoid a crash,
- Positioned the fuel shutoff lever back to "off"
After impact, the pilot:

- Kept his restraint on and reached down for the front seat passenger's carabiner
- Tried to release front seat passenger
  - the helicopter was listing to 45°
- Egressed the helicopter, stood on the belly, and waved for help
Pilots had earlier raised concerns about the tethers that secured the passengers.

They noted it was difficult for passengers to disconnect the carabiners that connected the tethers to the harnesses.
Accident Report

Three Killed in Night Crash
Ascension Spirit Air
April 26, 2018 – Hazelhurst, Wisconsin
• The AS350 B2 had transported a patient to Madison – 305 km away.
• The crash happened on return, 20 km from the helicopter’s destination.
News Video the next day

Video Credit USA TODAY NETWORK-Wisconsin
WSAW-TV
The return flight was 305 km

http://tjpeiffer.com/crowflies.html
Civil twilight was 2031 hrs at the crash site 2 hours before the accident.
At the time of the accident the weather was

- Wind: calm
- Visibility: 10 statute miles
- Sky: clear
The helicopter's cabin was crushed, its rotors were sheered off and there was a debris trail for 80 metres.
Pilot Rico Caruso
Nurse Klint Mitchell
Paramedic Greg Rosenthal
Accident Report
Both Engines Failed
“AIR MED 1”
July 7, 2018 – Chicago, Illinois
• 15 km from hospital, the pilot requested to divert to a local airport.
• One minute later, the pilot declared a “mayday.”
• 15 km from hospital, the pilot requested to divert to a local airport.
• One minute later, the pilot declared a "mayday."
Playback of flight / N3125A

FROM
GREAT CIRCLE DISTANCE
AVERAGE FLIGHT TIME
ACTUAL FLIGHT TIME
AVERAGE ARRIVAL DELAY
02:23 UTC
N/A
N/A
N/A
N/A
N/A

TO
N/A

CALIBRATED ALTITUDE
GROUND SPEED
VERTICAL SPEED
TRACK
875 FT
69 KTS
N/A
51°

GPS ALTITUDE
TRUE AIRSPEED
INDICATED AIRSPEED
SQUAWK
N/A
N/A
N/A
N/A

AIRCRAFT
Eurocopter EC135 P1
REGISTRATION
N3125A
SERIAL NUMBER (MSN)
-

FlightRadar.com
The EC135 P1 impacted terrain at 2115 hrs during an autorotation following a dual engine failure.
Surveillance video from a train platform showed a fire near the right engine in flight.
The pilot and paramedic sustained minor injuries, the flight nurse sustained serious injuries, and the patient was not injured.
The helicopter sustained substantial damage to the fuselage, tail boom, and main rotor blades.
2018 Accident

Police Helicopter Accident
Mechanic on a Safety Check
August 16, 2018 – Little Rock, Arkansas
Video of this incident
2018 Incident

Tail rotor drive shaft disengaged
Survival Flight – Michigan Medicine
September 26, 2018 – Ann Arbor, Michigan

Survival Flight – Michigan Medicine/ and The Michigan Daily web site
After a ground run, one of the Survival Flight AirBus EC-155's **tail rotor drive shaft disengaged from the main gearbox output**, leaving the tail rotor drive decoupled from the main gear box.

The 3 aircraft were immediately grounded pending further inspection.

Source: The Concern Network (USA)
Photos: Survival Flight
Compliance with this ASB prevents this problem in the event of failure of the shurlock nut.

Per AirBus, this incident occurs only on the ground.
2018 Accident

Med-Evac Hard Landing

Trans Aero MedEvac

September 29, 2018 – Ski Apache, New Mexico

Facebook; Amy Minor Rutherford
The AS350-B2 was responding to a mountain HEMS call to pick up a patient. Altitude was roughly 2,100 metres (7,000 feet).
Video of the incident
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Helicopter crash survivor killed in rescue effort

April 22, 2018 – Cauca, Colombia
A Helifly pilot and mechanic crashed installing electrical equipment. They were stranded for 5 days before rescue arrived.
Video of the Accident
Iván Andrés López Londoño, the head of Helifly’s maintenance was killed.

Other personnel at the crash site were unharmed.
Incident Report

Climber Rescued at 6200 metres
5th Army High Altitude Squadron
July 31, 2018 – North Ridge of Latok I, Pakistan
Russian Climber Alexander Gukov, 42, was stranded nearly 7 days at 6300 metres after his partner fell to his death while rappelling with most of the gear.

North Ridge of Latok I (7145m) Pakistan

© Sergey Glazunov and www.Mountain.RU
Latok I in Pakistan

THE LATOK PEAKS...
AMONG THE MOST CHALLENGING FOR CLIMBERS
The Squadron attempted a sling operation using two AS-350 B3 helicopters.

The pilots decided to first identify the exact location.

The fixed line was connected to the B3s (but kept inside the aircraft)

Report by Pakistani climber Shamyl Sharafat Ali
The plan was to locate Alex, then fly to basecamp and return for the extraction with the right fuel load.

However, once Alex was spotted, the B3s had only enough fuel to attempt one sling operation.

The pilots decided to go for it.
After trying for 15 minutes, Alex was able to grab the sling and connect the D ring to his harness.

One helicopter threw the sling while hovering close to the ridge. The other B3 was hovering behind, giving adjustment instructions.

After trying for 15 minutes, Alex was able to grab the sling and connect the D ring to his harness.
The B3 flying behind confirmed the safe engagement and instructed the lead heli to pull off with Alex attached. The fuel level was getting critically low by then.

However, Alex forgot to remove his anchor to the mountain.
Alex was connected to the B3 on one end and Latok on the other.

The pilots were extremely lucky as Alex's Latok anchor finally gave away releasing him.
Accident Report

Six perish, one survives

Altitude Air

September 8, 2018 – Nuwakot District, Nepal

© Sukman Tamang; Kathmandu Post
The helicopter was airlifting a patient along with other passengers.

The helicopter was scheduled to land at 8.18 a.m. but lost radio contact 8:10 a.m.

6 of the 7 people on board died and one survived.
TIA officials believe the crash happened due to bad weather. “The weather was so bad that even rescue work was affected.”

• The pilot radio he was coming down from 9,500 feet to 5,500 feet.
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Concern Network Bulletin Archive

- Flight For Life Colorado - Injury accident 11/20/17
- CareFLIGHT - Non-injury incident 11/20/17
- Notice 08/11/17
- MedFlight of Ohio - Non-injury incident 09/07/17
- Parkview Samaritan - Non-injury incident 08/19/17
- LIFE STAR Hartford Hospital - Non-injury incident 08/08/17
- Life Lion Critical Care Transport - Non-injury incident 08/07/17
- Indiana University Health LifeLine - Non-injury incident 08/07/17
- CareFlight Air and Mobile Services - Non-injury incident 08/07/17
- Life Lion Critical Care Transport - Non-injury incident 06/22/17
- Critical Care Transport, University of AL at Bham Hosp - CCT Non-injury incident 06/20/17
- Intermountain Life Flight - Non-injury incident 05/31/17
- Indiana University Health LifeLine - Non-injury incident 05/30/17
- ETMC Air 1 - Non-injury incident 05/24/17
- Air One - Non-injury incident 04/20/17
- AirMed Regional-Mcalester - Non-injury incident 04/19/17
- Enloe FlightCare - Non-injury incident 03/20/17
- CareFlight Air and Mobile Service - Non-injury incident 03/20/17
- Aeromed, Tampa General Hospital - Non-injury Incident 03/11/17
The "Concern Network"

The CONCERN Network provides information regarding accidents and incidents in the air medical and critical care transport community. This information is provided by the transport service involved and then distributed via email by the CONCERN Network.

The purpose of the CONCERN Network is to increase awareness of safety hazards in the medical transport community.

Individual air medical and critical care transport providers can subscribe to receive bulletins via email. Transport service administrators can submit information on an accident or incident via the Report an accident/incident page. Transport crew members can submit anonymous HARP reports via the HARP page.
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The “Concern Network”

CONCERN Network Bulletin
Injury accident

Before starting, please verify that the bulletin type above is correct. If not, go back and choose another type.

Items in red are required fields. Any other fields left empty will not be included in the bulletin.

Incident Date

Date: 
Time: 
Time-zone: 

Program Info

Program Name: 
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Thank You!

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