

STATEMENT

Christopher D. Sing
[REDACTED]

District Heights, Maryland 20747
[REDACTED]

Mr. Sing stated he was watching TV at his home on September 27, 2008, between 2345 to 2400 hours. He heard a helicopter approaching his home and it flew over his house flying towards Walker Mill Regional Park and Andrews A.F.B. Mr. Sing stated the rotor blades were making a "popping" sound. He went outside and observed the helicopter below the clouds in a descending level attitude. He estimated the clouds were about 100 to 150 feet above the trees. Mr. Sing stated it was dark with a light mist of rain. He followed the helicopter until it disappeared from view. The next morning he saw on the news where the helicopter had crashed.

Read the statement back to Mr. Sing and he agreed with the statement.

[REDACTED]
Carrol A. (Corky) Smith
Senior ASI
September 30, 2008

STATEMENT

Gregory L. Livingston
[REDACTED]

Capitol Heights, Maryland 20743
[REDACTED]

Mr. Livingston stated he was standing in his yard located on September 27, 2008, at 1150 EDT. His home is located about 1.5 miles from Walker Mill Regional Park, Forestville, Maryland. He heard a helicopter approaching his house heading towards Andrews A.F.B. Mr. Livingston stated the sound of the of the rotor blades sounded like the helicopter was traveling slow, and there was a light mist. Initially he could not see the helicopter as it approached. And the helicopter was below the clouds. When asked what altitude the helicopter was at Mr. Livingston stated he did not know. Mr. Livingston stated he thought the helicopter was trying to land. The helicopter disappeared from view and then there silence.

Read the statement back to Mr. Livingston and he agreed with the statement.

[REDACTED]
Carrol A. (Corky) Smith
Senior ASI
September 29, 2008

MEMORANDUM:

FROM: Clint Davie, Civilian Pilot II

TO: TFC DeRuggiero

DATE: 2 October 2008

At the request of TFC DeRuggiero, I am submitting this memo. The events occurring approximately 0310 on 28 September 2008 were recorded by me at approximately 0600 on 28 September 2008 and given to 1Sgt. Eisele and Sgt. Wheelock. That memo, in spite of the traumatic circumstances, will be more accurate and factual than this.

I was the first to arrive at the Trooper Two Hangar at approximately 0310 on 28 September 2008. I found most of the lights and TV off. All doors were locked. I did not notice what was on the medic's desk. There was a weather brief and weight and balance computation (I learned later the weight and balance was part of the package) sitting on the pilot's desk. There was an open manual on the GPS system. The manual was open to the "How to input a flight plan" section. The pilot's computer was on and HEMMS was on the screen. I secured the manual and flight plan and gave them to Sgt. Wheelock.

I left the computer as I found it. I know that most pilots read the weather directly from the HEMMS prior to a mission. If HEMMS tells me the weather is not within division minimums, I turn down the mission.



SYSCOM – Corporal George Noyes #2415 incident report for September 28, 2008.

On September 28, 2008 @ approximately 1800 hours, I assumed control of flight operations at the console of SYSCOM, helicopter dispatch for the Maryland State Police Aviation Command. I conducted the routine tasks of medevac and law enforcement requests for service. My duty was to assign and direct the appropriate aircraft for the requested mission. Also, I monitor the progress of the fleet during all assigned missions while directing other fleet mission requests, monitoring the communication links to the center for important mission information, directing all information to the proper collection center, and insuring the proper collection of mission data. The weather tool HEMS indicated marginal VFR conditions throughout most of the state. All sections were indicating a mission by mission conditional response status due to the weather conditions throughout the state.

This tour of duty was unremarkable except for the routine requests for service. It was not until approximately a few minutes after midnight on September 29, 2008 that my attention was directed to the flight operation of Trooper 2, N92MD. While seated at the console, I observed on the ADSB an indication that Trooper 2 was grounded.

Prior to this event, Trooper 2 was dispatched to the scene of a traffic collision in Waldorf, Charles County, Maryland shortly after 2300 hours. Trooper 2 flew to the scene and picked up two patients and a second provider. Trooper 2 lifted from the scene enroute to the Prince George's Hospital Center.

The flight was routine until shortly after midnight, when I received a transmission from flight paramedic Trooper First Class Mickey Lippy. TFC Lippy advised that Prince George's Hospital Center was too foggy and that Trooper 2 was changing its landing zone for the medevac mission to the Andrews Air Force Base. TFC Lippy requested that Prince George's Fire Department dispatch a medic unit to assist in the transfer of the patients to Prince George's Hospital Center. TFC Lippy made an inquiry a short time later to confirm that Prince George's Fire Department was contacted for the patient transfer which was confirmed by EMRC personnel.

A short time following this transmission, I observed a red aircraft icon on the flight following screen. This was an indication that the signal was lost or that the aircraft was grounded. This area was on the approach to Andrews Air Force Base. However, I recognized that the area was not the landing zone that Trooper 2 indicated for the patient transfer.

During this chain of events, I received a call from the Forestville Barrack duty officer, Sergeant Robert Lipsky. He inquired as to the location of Trooper 2 because he received a call from Andrews Air Force Base Tower that Trooper 2 was no longer on their RADAR screen.

Potomac Approach contacted SYSCOM and advised that Trooper 2 was no longer on their RADAR. I advised Potomac Approach that a search for the aircraft was initiated.

Immediately, I initiated a transmission on the radio (44.74) to Trooper 2 and received no response. I repeated this several times with the same result. Following this action, I initiated the MISHAP Plan.

I contacted Officer of the Day, F/Sgt. Tobin Triebel by the Nextel walkie-talkie. I advised F/Sgt. Triebel that Trooper 2 was grounded and that I received no response from the crew following my repeated transmissions on the radio. F/Sgt. Triebel advised that he would continue the implementation of the MISHAP Plan by insuring that the appropriate notifications were made to the command staff.

EMRC Staff and Forestville Duty Officer, Sergeant Lipsky aided in the coordination of requesting the assistance of Prince George's Fire Department and Forestville Barrack on duty patrol personnel for a ground search.

United States Park Police Aviation Unit, Eagle 2, and Trooper 8 personnel, Mr. Scott Russell and TFC John Preston were requested for an aerial search. Both were able to launch but the weather conditions in the search area prohibited any aerial search. Eagle 2 and Trooper 8 returned to their sections and the crew members responded to the scene utilizing ground transportation. Trooper 8 crew received the ground coordinates from SYSCOM which they utilized in coordinating the ground search for Trooper 2.

During this time, no further information regarding the condition of the aircraft, crew, patients, or additional provider was obtained. There were no indications from any source which would indicate the severity of the situation. No witnesses were forthcoming which would aid ground search personnel in the location of Trooper 2. The GPS location acquired from the ADSB indicated that Trooper 2 was grounded in Walker Mill Park. The park is located in the District Heights area of Prince George's County, Maryland between Walker Mill Road and Ritchie Road.

Shortly after 0100 hours, SYSCOM staff was aided by the response of additional Aviation Staff to the center. The continued coordination of MISHAP/PAIP activities were assumed by Lt. Walter Kerr.

Jordan Wells Interview Notes

Thursday October 9, 2008 @1:50pm

University of Maryland Shock Trauma

4 South Rm. 18

- **Lynn wells called me at 10 am on Thursday morning and advised that Jordan could talk to me today. She advised she would be undergoing surgery again on Friday so today would be the best time to talk to her.**

- **At 11:30am D/Sgt Cook and I met Jordan's parents Lynn and Scott Wells on 4 South of Shock Trauma. Jordan is in room 18.**

- **Lynn wells met us and advised that Jordan went back to sleep and they would try to wake her momentarily. While we waited Lynn explained that Jordan told her she remembered the helicopter crash. Specifically Jordan told her that the black female medic was holding her hand and crying telling her that they would be ok moments before they crashed.**

- **Jordan remained asleep so D/Sgt Cook and I can back at 1:45pm and again met Lynn and Scott near Jordan's room. The nurses were transferring her to a chair so we could talk to her.**

- **Jordan was sitting up but she was weak and very tired having a hard time keeping her eyes open. Lynn pointed to me and said this is Dave and D/Sgt Cook and I introduced ourselves to her.**

- **I asked Jordan about her car accident and she advised they were coming back from homecoming and they were close to Ashley's house heading to the Dash In store.**

- **Jordan said she was doing about 40 mph and she lost control of her vehicle on the wet roads, crossed the median and hit a car and a tree. She was not sure which she hit first the cart or the tree.**

- **Jordan remembered that fire dept personnel and to take her out of the car on a back board. Medics at the scene told her they would call her parents but they never did.**

- **Jordan advised that there was a black female medic taking care of her and she went with her on the helicopter. Jordan could see the white male paramedic and she did not know that Ashley was also on the helicopter.**

- **Jordan said she was on her back with a neck brace on but she could look to her right and see out the window.**

- **Jordan remembers flying and at some point the black female medic told her they were turning around and heading to either**

Southern Maryland Hospital or Southern Maryland due to the weather.

- **Jordan said it was very loud and she could see the medics talking back and forth but she could not hear them.**

- lll ➤ **Jordan said she could see out the window and she noticed it was very foggy.**

- **Jordan explained the next thing she knew they hit a tree and she saw the medics, "Holding on for dear life". Jordan explained they were just holding on to anything trying to brace themselves.**

- **Jordan said she felt the helicopter hit the ground and then she passed out. She thought she was out for about 20 min but she was not sure.**

- lll ➤ **Jordan advised she woke up outside of the helicopter on her back. She knew her legs were broken; she was drenched in fuel and covered in blood. She said it was raining and very dark and she told herself she had to try and stay awake.**

- **Jordan tried to stay awake but she wanted to close her eyes so bad and she passed out again. She woke again and tried to move away from the wreckage but didn't think she got very far. Jordan said she just started screaming**

- **Jordan explained she was in and out and at some point she was screaming and then she heard someone scream back at her and remembers people coming to get her. She was placed in an ambulance and taken away.**

- **Jordan explained the helicopter came straight down and she remembered the medics were holding on to anything they could before they hit the ground.**

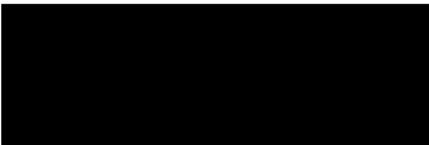
- **Jordan advised she couldn't remember if she could see the pilot but she could see the front of the helicopter. Jordan did not hear anything unusual until they hit the first tree.**

Contact info:

Lynn and Scott Wells



Waldorf, Maryland 20603



Jordan Well W/F DOB:

08/03/1990

Injury Status:

Broken legs just above the ankle... She may have to have her right foot above the ankle amputated.

She has several vertebrae fractured, one in the cervical area and 2 or 3 in the lower lumbar area, but no spinal cord injury.

One of her elbows was broken and repaired.

Right orbital bone fractured (Bone surrounding the eye)

Various cuts w/ stitches along with bruises

- ✓ Jordan was awake but she was very lethargic from being medicated for pain and from being very weak. I recommend that we interview her again once she is strong enough to deal with a longer interview***