

MIA08MA203
ATTACHMENT 13

WITNESS STATEMENTS

Demko (Andrews) Jill

From: M. W. DeRuggiero [REDACTED]
To: Demko (Andrews) Jill
Cc:
Subject: FW: Landing site on 9/26/08
Attachments:

Sent: Tue 9/30/2008 7:55 AM

Statement from firefighter at LZ when N92md took off w/accident victims.

Tfc. Michael W. DeRuggiero

Risk Management Section

Aviation Command

Department of Maryland State Police

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[REDACTED] Nextel

From: J.R. Hayden, 12A [mailto:[REDACTED]]
Sent: Monday, September 29, 2008 8:40 PM
To: [REDACTED]
Subject: Landing site on 9/26/08

The following information was requested by the Maryland State Police

A. Weather : It had rained prior to the accident that Trooper 2 was requested to transport to patients to a trauma center. At the time of the request the sky was clear, no rain and no wind.

B Observations: I observed no unusual occurrences. The helicopter took off as usual. It raised approximately 4-5 foot, and hovered as it moved away to the center of the ball field. It then raised to approximately 200 feet to proceed north to its destination.

Written Statement of Mr. Scott T. Russell concerning Mishap of N93MD on SA 365 N1 Dolphin Helicopter.

0000 HRS 9/28/03 Approximately I heard on the Scanner at Trooper-2 that they were unable to land at PG Hospital due to Fog and were returning to Andrews with the patients. I looked at weather which was good for CAE & ADW, but below minimums \approx 500-600 FT at CBS & FME. I also noted the Dewpoint & Temperature was about the same with calm winds which usually leads to ground Fog.

0025 HRS 9/28/03 Syscom called indicating the crew was missing. TPL Preston and myself launched towards ADW, but 2 NM away from the section I began to run into low level clouds and had to abort and return to the section. TPL Preston and I then proceeded to the search area "Walker Mill Regional Park". The AOSB Track coordinates were in about the middle of the park. We met up with Sgt Perkins who mentioned we should probably contact Tower. I then contacted tower which stated TPR 2 was on final approach to Runway 19R and dropped off radar about 2 miles out. I then drew a line on the ADC map back along the approach path for 2 miles. It was on the southern side of the park at Berryhame entrance into the park. TPL Preston and I proceeded to that location and then entered the park north bound on a paved path. About 500 FT into the park, I switched Jet Fuel and began to call out the names of the crew.

TFC Preston and I heard a response and began moving Foster
0130 HRS along the path. After another 500 FT we came upon the wreckage
of N92AD. The voice we heard was a female survivor, she
was lying on her back and had been thrown clear of the wreckage.
I attended to her while TFC Preston obtained the trauma bag
from his vehicle. Upon his return, the female victim was taken
via the backboard in the wreckage to the hospital. I surveyed
the wreckage with Sgt Perkins. He determined that the MSF
pilot and paramedic were dead. F/Sgt Lewis arrived at the scene
and notified us that another patient and medical provider were
on board. After a short search, they were found and determined
to be dead.

Then numerous Trooper and County units showed up with fire
rescue. The scene was taped off, lights were brought in, FAA,
NTSB, crash team and command staff personnel arrived.
Coordinated briefings were conducted and aircraft and pilot
records were obtained from Mason State Airport and ADW
respectively. I was then released for a break. During the
break I was informed that I was a witness and would
not be the primary pilot on the mishap team, but the secondary.
I ensured all records were gathered and secured until they
could be turned over to NTSB.

1130 I await the arrival of the primary NTSB investigator from
HAS Atlanta.

9/28/08

28 September 2008

MSP Aviation Command AS365N1 Dauphin, N92MD aircraft refueling:

On Friday, 26 Sep 08, approximately 1055(L) I returned from a medevac mission transporting a patient from Crofton to PG County hospital. Upon shut down at the Andrews AFB hanger, I refueled aircraft N92MD with 60 gallons, 30 gallons per side, of JP-8 fuel from the hanger fuel farm. After refueling, the aircraft held approximately 1180 pounds of JP-8 fuel. I did not fly any missions with the aircraft for the remainder of my shift on the 26th. I was the day shift (0700 to 1900) pilot on the 27th and did not fly any missions. When I turned the aircraft over to Mr. Bunker at approximately 1850(L) on the evening of Saturday the 27th, 1180 pounds of fuel remained in the aircraft.


JAMES S. MacKAY, II
Maryland State Police Civilian Pilot I

September 29, 2008

TO: To Whom It May Concern:

RE: Return flight to ADW using ILS 1R

On September 24, 2008, Mr. Clint Davie and I worked crew together and drove to Martins, MSP-Aviation Headquarters, to retrieve N92MD that had been released from the Maintenance Section following an inspection. During our routine flight back to the Washington Section (Trooper 2), based at Andrews Air Force Base, Mr. Davie did a practice instrument approach (ILS 1R) in VMC. Mr. Davie set the cockpit up with the co-pilots side on the #1 NAV and his on the #2. I recall Mr. Davie stating that he had good confirmation and ID on the #1 prior to getting the ID on the #2, but do not recall at what point during the procedure or the delay between confirmations. The approach was completed without difficulty and all instrumentation appeared to be functioning normally.

I have been a Paramedic in this Command for over 9 years and have an additional unique perspective as an FAA Licensed Pilot. I hold a Single Engine Fixed – Instrument as well as a Rotorcraft – Helicopter rating which provides me with the additional knowledge and ability to watch, monitor and assist my pilots whenever possible.


Sergeant Nathan H. Wheelock, Section Supervisor
Aviation Command – Washington Section
Department of State Police

28 September 2008

To Whom It May Concern:

Within the past 30 days I have shot two ILS approaches to ADW in N92MD. The first approach was an actual approach to 19R conducted on 29 August 2008, when TFC Mickey Lippy and I launched to assist Trooper 7 (second aircraft) at Valley Lee. The actual weather at ADW was much worse than stated. We entered the clouds at approximately 500' MSL, requested an IFR pick-up and shot a full coupled approach back to ADW breaking out just above minimums.

The second approach was a practice approach conducted in VMC to ADW 19R on 24 September 2008. Sgt. Nathan Wheelock and I were returning from Martin State Airport after picking up N92MD, which had undergone a 100 hr. inspection.

I do not remember having any problems or abnormalities with the aircraft systems on 29 August. On the 24 September approach, I was initially having trouble getting a valid identifier on the #2 NAV. (I have the co-pilot set up his radios on #1 NAV and I set mine on #2 NAV). We were on the downwind leg of the approach when this occurred. I informed Sgt. Wheelock that I had a good ID on his radio (#1 NAV) and was switching my radio to #1 NAV. After turning final and getting established on glide path and course (landing check list completed), I tried and received an identifier on the #2 NAV. At that point I switched back to #2 NAV and completed the approach. There was a 22-27 knot wind from the East that night. I remember this because the approach was hand flown and there was a significant crab required to stay on course. The instruments we used for the uncoupled approach, other than stated above, appeared to be working correctly.


C. W. Davie
Civilian Pilot II, MSP

**EVENTS SURROUNDING THE LOCATING OF TROOPER 2 AND REMOVAL OF THE
SURVIVING VICTIM ON 9/28/08**

At approximately 0030 hours on 9/28/08, the Norwood Section was contacted by SYSCOM to check our availability regarding a search mission in PG County. SYSCOM advised that they had lost contact with Trooper 2 as they were attempting to recover into ADW. After checking weather, which was marginal but within division minimums at the nearest reporting station (GAI), myself and PIC Scott Russell agreed to accept the mission. Within a half a mile of our departure from Norwood, the weather conditions deteriorated, so we aborted the mission, and returned to Norwood.

After securing the aircraft, we contacted SYSCOM and received further information on the last known location of Trooper 2. The GPS coordinates from the CRABS flight tracking system were obtained. Using Google Earth, these coordinates indicated the last location of the aircraft in Watkins Mill Park in close proximity to the actual crash site. Russell and I left the Norwood Section in an MSP patrol vehicle and proceeded to the Watkins Mill Park area off of Walkers Mill Road.

Upon arrival at one of the park entrances, we contacted several other local police officers and shared what information we had concerning the last known location of Trooper 2. During this time, MSP Forestville and PG County ECC reported on two possible locations derived from cellular phone signal tracking. These locations were in lighted commercial areas and were checked without success.

After checking the last cell phone location, Russell contacted the controller at ADW tower to obtain further details of Trooper 2's last movements. This information allowed us to further confirm the probable location was within the Watkins Mill Park. Russell and I proceeded to a park entrance off of Ritchie Road on Berry Lane. Upon arrival at the park's entrance, we moved on foot along one of the paths into the woods. Approximately 100-200 yards from the entrance, we detected the odor of jet fuel. Another 50 yards along the path, we heard the screams of the survivor. We continued along the path until the aircraft wreckage was located.

Trooper 2's wreckage was found lying across the path we were traveling. One of the crew member's helmets was observed on the path several feet from the aircraft. The surviving female victim, Jordan Wells, was located mostly ejected from the forward part of the aircraft closest to the path. A walk around of the main wreckage revealed the pilot, Stephen Bunker, in the cockpit wreckage area deceased. No other crew members or passengers were located outside the wreckage. Russell attended to the victim Wells while I retrieved medical equipment from my vehicle. Upon return to the scene, the surviving victim was rapidly removed from the wreckage due to the presence of jet fuel. The victim herself appeared to be covered in fuel. A backboard from the wreckage was used as it was the only immobilization device available. Wells was moved to the park entrance where she was decontaminated and moved to immobilization equipment provided by PGFD. I subsequently transported Wells to PGHC aboard a PG medic unit.

All these events occurred in Prince George's County, Maryland

TFC John W. Preston, NREMT-P
Trooper / Flight Paramedic
Maryland State Police
Aviation Command
Norwood Aviation Section

From: [REDACTED]
Sent: Thursday, October 02, 2008 12:53 PM
To: [REDACTED]
Subject: MEMORANDUM:

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.