

Maryland State Police  
District Heights, MD  
September 27, 2008  
MIA08MA203

**NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.**

ATTACHMENT 2

PERSONNEL STATEMENTS

7 Pages

**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

WRITTEN STATEMENT OF MR. SCOTT T. RUSSELL CONCERNING MISHAP OF  
N93MO on SA 365 N1 Dolphin Helicopter.

0000 HRS 9/28/08 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 CAI & 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 9/28/08 Syscom called indicating the crew was missing.  
TFC 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. TFC Preston and I then proceeded to  
the search area "Walker Mill Regional Park". The ADSB  
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 Berry Lane entrance  
into the park. TFC 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.  
(over)

P. 1.

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 N92MD. 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 searched  
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, FBI,  
NTSB, crash team and command staff personnel arrived.  
Coordinated briefings were conducted and aircraft and pilot  
records were obtained from Moton 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 Mishup team, but the secondary.  
I ensured all records were gathered and secured until they  
could be turned over to NTSB.

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

[REDACTED] 9/28/08 [REDACTED]

On 9/28/008 at approximately 0100 hours I was contacted by State Police Sergeant Robert Adams, the Supervisor in charge of SYSCOM who notified me that Andrew's ATC lost contact with one of our aircraft (Trooper-2) while attempting an IFR approach. I immediately initiated a response towards Andrew's Air Force Base to assist in any manner that I could.

While responding I heard the State Police Barrack inform other responding units via radio, that a cell phone tower had received a ping from one of the crewmember's cell phones. They gave the location as Rt. 214 and Hampton Park Rd. Having just passed Rt. 214, I turned around and responded to the reported location. At this time I rendezvoused with MSP Pilot, Mr. Scott Russell and TFC Preston, who were also looking for the lost aircraft in an MSP patrol vehicle.

It was at this time that the three of us established an ad-hoc Incident Command Post (in the rear of a school) and attempted to obtain as much information about the path of Trooper 2 prior ATC's losing contact with them. We obtained the number of Andrew's Air Force Base's ATC and Mr. Russell obtained from ATC, Trooper 2's intentions, route travelled and last known position. This information was cross checked with the last ADSB position reported by Trooper 2's aircraft, which was provided to us in a format that enabled us to use an ADC map to plot a search area. Compiling all of the pertinent data, Mr. Russell drew a straight line from Andrew's Air Force Base runway-19R north. This line intersected both last reported positions inside Watkins Mill Park.

We split up our response to use both Park entrances. Mr. Russell and TFC Preston came upon the aircraft first along a paved walkway, and determined that there was at least one survivor. I was in contact with TFC Preston via cell phone and immediately responded to his location while notifying SYSCOM that the aircraft was located and the current status as known. Upon my arrival to the same entrance that Mr. Russell and TFC Preston used, I observed TFC Preston retrieving his medical gear from his patrol vehicle. I accompanied TFC Preston back to the wreckage.

Upon arriving at the wreckage, I observed a conscious female victim who was pleading for help. The victim, later identified as 18 year-old Jordan Wells, was lying on the ground, partially ejected from the aircraft with both of her lower limbs still entrapped in wreckage up to her knees. The victim was easily removed from the aircraft facilitated by a medical long spine board that was parallel to her body, and also partially inside the aircraft. The patient had severe injuries and fractures to both of her ankles/feet. TFC Preston took over patient care, and I assisted Mr. Russell in looking for any other survivors. The downed aircraft pilot, Steven Bunker, was also partially ejected from the aircraft and had severe injuries that were incompatible with life. TFC Russell and I also attempted to pry away parts of the wreckage in the aircraft's utility area in an effort to identify how many souls were on board and to determine whether there were any signs of life. Upon prying away parts of the debris, I was able to identify, that a person wearing a black MSP flight suit was crushed in a position inside the utility area of the aircraft and was not making any effort to breath. I could not actually reach inside the wreckage and touch this crewmember because the body was outside of my reach.

Approximately 5-10 minutes later, Mr. Russell and I were advised that there were a total of five souls on the aircraft, so we attempted locate any additional passengers/crewmembers within and about the wreckage. Upon further examination within the utility area of the aircraft

debris, I was able to identify another blue EMS uniform pant (one pants leg only viewable section of body) entangled with the other MSP crewmember. Mr. Russell then informed me that he found a person also crushed in the utility area of the aircraft and a blue long spine board next to or under the body. We then secured the area as a crime scene and potential hazardous due to the large quantity of aviation fuel which was in the air and on the ground.

The above described events all occurred in Forestville, MD, Price George's County.

Michael Perkins, Sergeant  
Maryland State Police - Aviation Command

**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.