

Gretz Robert

From: Dave Hardin [REDACTED]
Sent: Friday, February 08, 2008 11:35 AM
To: Gretz Robert
Cc: Dave Dosker (E-mail)
Subject: RE: Another Request

Bob/Dave;

The portion of the transcript you're referring to is a discussion between communicators about a comment made by the Flight Data Analyst (FDA). Approximately 16 minutes before the accident the FDA gets on the phone and explains to a communicator that he's calling the flight off for safety reasons because he sees the aircraft flying too low & slow (on SkyTrac). The FDA then gets on the radio and calls the pilot & asks "Are you guys about ready to wrap this thing up?" The response from the pilot is garbled & unintelligible. Then about 9 minutes prior, the Comm Center gets a position report from the pilot & he explains that they're getting close to wrapping this thing up, making their last few passes where the ground guys reported hearing gunshots from the hunter. When I asked the FDA about making a subsequent call, he explained that he had gone to the communicators to see if they could send a text message to the crew in the back & get them to stop the flight. The FDA felt he could not be more forceful in dealing with the situation because this would be encroaching on exercising Operational Control.

Dave Hardin
Director of Safety
Air Evac EMS, Inc.

[REDACTED]

[REDACTED]

Gretz Robert

From: Dave Hardin [REDACTED]
Sent: Tuesday, January 08, 2008 2:17 PM
To: Gretz Robert
Subject: RE: NYC08FA071 Air Evac Transcripts and Engine Log

Bob;

Michaels 72 hour work history is as follows;

12/27 He arrived to begin his shift under Part 135 at 18:30 following a 24 hour crew rest period. During this shift he declined one flight request at 22:56 due to weather. Then at 00:15 completed a scene flight transporting a patient to the Huntsville Hospital in Huntsville, Alabama and ended his shift at approximately 06:30 on the morning of the 28th.

12/28 He arrived for duty at approximately 18:30 and received his first flight request at 00:14 12/29. This flight was declined due to weather at destination. Then at 05:06 12/29 he received an additional flight request that was also declined for weather. His shift ended at approximately 06:30.

12/29 Michael was then off duty until he returned for a flight early on the evening of the 29th. This flight request was called directly to the base at 17:18. He and the crew departed the base at 17:25 and responded to a scene where they transported the patient to the Huntsville, Al hospital. They then returned to base in Muscle Shoals landing at 19:35. There were no additional flight requests until the accident flight at 01:33 12/30.

Let me know if you need anything else.....

Dave Hardin
Director of Safety
Air Evac EMS, Inc.

[REDACTED]

[REDACTED]