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Air Medical Journal

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Concern Network



The Concern Network shares verified information to alert medical transport programs when an accident/incident has occurred. Both air and ground programs are encouraged to participate. The reports are shown here verbatim as they were filed. If you have questions, contact CONCERN Coordinator David Kearns at (800) 332-3123 or coordinator@concern-network.org.

8/12/2015 1740 CDT

CareFlight Air and Mobile Service

1 Wyoming Street
Dayton, OH 45409
Type: Dauphine
Tail #: N730

Operator/Vendor: Air Methods

Weather: Clear. Not a factor

Team: Pilot, 2 Flight Nurses. No injuries reported. No patient.

Description: On August 12th at approximately 17:40pm, CareFlight N730 was departing from a public relations event. Approximately 5 minutes into the flight, the CareFlight Communications Center was notified by the Landing Zone Scene Commander that “something” had departed the aircraft. Communication Center immediately activated the PAIP plan

Additional Info: Upon safely landing, it was verified that the left vertical fin was missing. It was also found that the six of the bolts had sheared off. As a precaution, all of the other aircraft were re-checked, with no additional findings.

Source: *Beth Calcidise, Program Director*

10/1/2015 0330 MTN

CareFlight

2635 N 7th Street
Grand Junction, CO 81501
Type: King Air Super 200
Tail #: N912SM

Operator/Vendor: Air Methods

Weather: Clear. Not a factor

Team: Pilot, flight nurse, and flight paramedic. No injuries reported. No patient.

Description: On 10/01/2015 @ approx 0330 N912SM was involved in a laser strike incident. On final a high powered green laser was aimed at the cockpit and fuselage and filled the cabin with a bright/ intense, green light. The flight crew was able to

safely land the aircraft and a debrief followed. The sheriff's department in Mesa County was notified for the tower @ GJT closes @ 2200. The incident happened @ roughly 8,000' AGL and the beam was coming from the SW on the Uncompaghre Plateau.

Additional Info: Law enforcement were able to apprehend the suspect.

Source: *Rob Klimek, CONCERN Liaso*

10/7/2015 0135 CDT

Flight For Life

2661 Aviation Road Waukesha, WI 53188

Type: EC-145

Tail #: N184WK

Operator/Vendor: Air Methods

Weather: Clear. Not a factor

Team: Pilot, Flight Nurse, Flight Paramedic. No injuries reported. No patient.

Description: In the early morning hours of October 7, 2015 our Waukesha aircraft was en route to pick up a patient at a referring hospital. While in flight utilizing NVGs the flight medic in the co-pilot seat visually saw a bird strike the upper portion of the wind screen. The flight medic felt something fall striking his hand and arm inside the cockpit however the wind screen stayed intact. All flight controls remained intact and no issues with control of the aircraft were noted. With no loss of controls and the gauges reading normally the PIC and crew made the decision to abort the mission and return to the Waukesha base for further inspection of the aircraft. The aircraft was able to land safely back at base. Our Communications Center activated our PAIP and contacted the next closest HEMS to pick up the patient.

Additional Info: Initial inspection of the aircraft back at base by the PIC found the aircraft had encountered a bird strike

to the upper portion of the co-pilot wind screen. The on-call mechanic was contacted to come and inspect the aircraft. No outward damage to the aircraft was found. The internal sunscreen was found to have some small cracks and chips out of it. It was elected to move into the backup aircraft until a complete inspection could occur in the morning. After a full inspection was completed the aircraft was placed back into service later that morning.

Source: *Jim Singer, Transport System Director*

10/13/2015

Sanford AirMed

Sioux Falls, SD

Type: EC145

Weather: Clear. Not a factor

Team: Pilot, Medic, Flight Nurse. No injuries reported. No patient.

Description: The rotor wing aircraft had just landed and was preparing for a turn-around request. The pilot laid his hand held radio on step of helicopter during refueling because it normally falls from his front pocket when bending over to pick up fuel nozzle. After refueling, pilot completed walk around, the radio was missed on the step. Clinical team members also completed a walk around and entered aircraft without noticing the radio. The radio fell off shortly after departure and was found on the top of the parking ramp by hospital security with the only damage being the radio.

Additional Info: Debriefs are standard for all flights and this was also discussed in our monthly safety committee and team meetings. This serves as a good reminder for flight teams to look for the unexpected and be vigilant during the walk-around. Also placing any item on the skids should be avoided at all times.

Source: Josh Weiland, Sanford AirMed Safety Director

10/19/2015 0750 MST

Guardian Air

6639 S. Piper Lane
Flagstaff, AZ 86005

Type: Bell 407

Tail #: 420 GA

Operator/Vendor: Air Methods

Weather: Clear. Not a factor

Team: Pilot, flight nurse, and flight paramedic. No injuries reported. Patient on board.

Description: While loading a patient into the aircraft, a D oxygen cylinder was left between his legs and secured with a seatbelt. In flight, the patient became agitated, causing the oxygen tank to dislodge and break through the nose cone of the aircraft. All crews have been educated to properly secure oxygen tanks in the aircraft and to not leave them between patient's legs.

Source: Mark Venuti, Program Director

10/24/2015 2340

Cox Air Care

3801 S National Avenue
Springfield, Missouri 65807

Type: MD 902

Tail #: N902LC

Operator/Vendor: Air Methods Corporation

Weather: Clear. Not a factor

Team: Pilot, flight nurse, and flight paramedic. No injuries reported. Patient on board.

Description: Flight team transporting a patient from Cox Medical Center South, Springfield, MO to a receiving facility in St. Louis, MO. Shortly before landing at the St. Louis facility, crew felt a thump as if something had struck the aircraft. No alterations occurred in the aircraft's performance. Due to being on final approach, the pilot elected to continue to execute the landing at the receiving helipad.

Upon landing and inspecting the aircraft, it was noted that the aircraft had suffered a bird strike with damage to the pilot's side chin bubble. A small bird was removed from the chin bubble and an approximate 12" crack was noted to the plexiglass.

Additional Info: Due to the extent of the damage to the chin bubble, an FAA ferry permit had to be obtained in order to move the aircraft from the helipad. Once this was obtained, the aircraft was relocated to a regional hangar whereupon the chin bubble was repaired. Aircraft subsequently returned to its base in Springfield. Modified PAIP initiated at the time of occurrence. Arrangements made for flight team to stay

overnight in St. Louis with transport back to Springfield the following day.

Source: Susan Crum, RN, Program Director

10/26/2015 1550 EST

Air Methods Kentucky

P.O. Box 678

Georgetown, KY 40324

Type: EC 130 B4

Tail #: N344AM

Operator/Vendor: Air Methods

Weather: Clear. Not a factor

Team: Pilot, flight nurse, and flight paramedic. No injuries reported. No patient.

Description: Approximately four minutes in flight, responding to a scene call, the aircraft located at Bedford, Kentucky was traveling at approximately 1,000 feet AGL. The PIC noticed a large bird at approximately the same altitude and altered his course. The bird, an American buzzard, also altered its course on a direct path to the aircraft. The PIC banked the aircraft to try and prevent contact, but the bird flew directly under the rotor disc and entered the aircraft via the right rear greenhouse window. The flight paramedic, who was sitting in the right seat and wearing his helmet with the visor down, was struck in the head and face by the bird, along with pieces of the window and damaged interior.

The PIC was in contact with our communications center at the time and elected to make a precautionary landing in a clear field that was directly ahead. Once he had landed the aircraft safely and was secure, he and the flight nurse assessed the flight paramedic and found some minor injuries. Fire, EMS, and police were notified and the flight paramedic was transported to the local hospital. He was evaluated, treated and released with minor injuries.

All crew returned to the base and debriefed. The communication center accurately activated the PAIP and full activation was completed through the corporate path and regional path. The aircraft was subsequently removed from the field, via ground efforts, and taken to the program maintenance facility where it has.

Additional Info: The flight paramedic also evaluated this as a very good learning point as he had his helmet on and the visor down. Without these safety devices he surmised that he would have had far worse injuries to his head and face and shows the importance of a helmet and the visors.

Source: Bryant Shumate, Regional Logistics Manager

11/2/2015 11:42 CST

AirMed International LLC

* Mayo MedAir

7300 Brataas Dr SW Suite 2

Rochester, MN 55902

Type: Beechjet 400A

Tail #: N492AM

Operator/Vendor: Own 135

Weather: Clear. Not a factor

Team: Pilot, Co-pilot, 3 medical team. No injuries reported. Patient on board.

Description: On climb-out from Duluth International (KDLH) approximately 1-2 min after takeoff the Pilot Flying (PF) noticed 6-7 large birds at very close range flying directly into the flight path. He was able to call them out to the Pilot Monitoring just before they struck the aircraft. The PF was unable to make any course deviations prior to impact. The impact was strong enough to be felt by both pilots and all 3 medical team members. An in-flight post-strike assessment was conducted, observing damage to the outboard leading edge of the left wing. All other flight and engine characteristics were normal. Duluth tower was then called to report the bird strike and request to return. The aircraft landed without incident.

Post-flight inspection revealed a second strike with damage to the inboard leading edge of the right wing. This strike deflected into the right engine area causing damage to the inlet leading edge, generator cooling fan blades, lower cowling and drain/breather tubes. No bird debris was found in the engine.

Additional Info: The aircraft was ferried to Elliott Aviation at Moline, IL (KMLI) to assess and repair the wing leading edges and right engine cowl and components. The patient was transport by ground ambulance with the flight medicalteam to destination hospital without further event.

Source: Denise Treadwell, AirMed, & Paul Drucker, Mayo

11/6/2015

Stat MedEvac

10 Allegheny County Airport

West Mifflin, PA 15122

Type: Airbus H135

Operator/Vendor: Own 135

Weather: Clear. Not a factor

Team: Pilot, Flight Nurse, Flight Paramedic. No injuries reported. No patient.

Description: While the crew was preparing to depart from a local community hospital ground level helipad, a cover on the co-located, wheeled fire extinguisher was not properly secured and became airborne. It passed through the main rotor and was ingested into the tail rotor assembly resulting in sudden stoppage and

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