



**University  
of Idaho**

GEORGE PORTER

*Occupational Safety Specialist*

Safety Office

University of Idaho

Moscow, Idaho 83843

208-885-6524

To Jeff Yeo

From George Porter

Subject Messaros Accident Information



University of Idaho

Inter-Office Memorandum

Date 1/27/92

Attached, please find a copy of the Workers Compensation claim reports you requested. I've also included a copy of the Police report FYI.

Thank you for your help....

*George*



MAIL: White copy - Industrial Commission  
 317 Main, Boise, ID 83720  
 Yellow copy - State Insurance Fund  
 Statehouse Mail, Boise, ID 83720  
 Pink copy - Employer file

**NOTICE OF INJURY AND CLAIM FOR BENEFITS**

*01B*

Organizational Code   *38*

Location Code *FISH & WILDLIFE*

Every work injury to an employee (including disease or infection in respect of such injury) which requires medical services other than first-aid treatment, must be reported within <b>TEN days</b> after the employer has knowledge of the injury. FILING OF THIS REPORT IS NOT AN ADMISSION OF LIABILITY. This report shall not be evidence of any fact stated herein in any proceeding in respect of the injury or death on account of which this report is made.									
(1) Name of Employer (business name-DBA) <i>UNIVERSITY OF IDAHO</i>			(2) Phone No. <i>865-5700</i>		(3) Type of Business (state major activity, goods handled, work done, type of mine and ore extracted, products manufactured, etc.) <i>EDUCATIONAL</i>			(3a) Is Employer <input type="checkbox"/> Corporation <input type="checkbox"/> Individual <input type="checkbox"/> Partnership <input type="checkbox"/> Public <input type="checkbox"/> Other	
(4) Address (Box or Street No.) <i>HUMAN RESOURCES OFFICE</i>				City or Town <i>MOSCOW</i>			State <i>ID</i>	Zip Code <i>83843</i>	
(5) Location (if different from mail address)					(6) Name of Insurance Carrier <i>STATE INS FUND</i>			(6a) State Insurance Fund Policy No. <i>03008-0</i>	
(7) Name (First) (Middle Name) (Last) <i>MARY L. MESSAROS</i>			(8) Social Security No. <i>146 66 4835</i>		(8a) Is injured worker a corp officer, partner or sole proprietor of the employer? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				
(9) Address (Box or Street No.) <i>P.O. BOX 9241</i>				City or Town <i>MOSCOW</i>			State <i>ID</i>	Zip Code <i>83843</i>	
(10) Home No. <i>882-9796</i>	(11) Age (Date of Birth) <i>28 6/1/63</i>		(12) Sex <input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	(13) Marital Status <input type="checkbox"/> Married <input checked="" type="checkbox"/> Single <input type="checkbox"/> Divorced		(14) No. of children under 18 <i>0</i>	(14a) If business is sole proprietorship, is injured worker a household family member of the owner <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
(15) Per Day Hours Worked <i>8 40</i>		Per Week <i>5</i>		(16) No. of days worked per week		(17) Wages Per <input type="checkbox"/> Hour <input type="checkbox"/> Day <input type="checkbox"/> Week <input type="checkbox"/> Month <input type="checkbox"/> Piece Work			
(18) If board, lodging, or other advantages furnished in addition to wages, give, est. value: <i>NIA</i>				Per Week		(19) If gratuities, (tips, etc.) were received in the course of employment, give est. value: <i>NIA</i>			
(20) Occupation <i>R. N. RESEARCH TECHNICIAN</i>			(21) Years and/or months employed by you in this occupation? <i>1 YEAR</i>		(22) Department regularly employed in <i>FISH &amp; WILDLIFE DEPT</i>		(22a) Under what class code on your policy were worker's wages reported?		
(23) Place of accident or exposure (Box or Street No.) <i>HILL POST 149, WEST OF POWELL ID ON RT. 12</i>				City or Town <i>NEAR POWELL, ID</i>			State <i>ID</i>	County <i>CLEARWATER</i>	
(24) Was place of accident or exposure on employer's premises? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				(25) Date of accident, exposure or initial diagnosis <i>11/16/92</i>			(26) If accident, give time <input checked="" type="checkbox"/> A.M. <input type="checkbox"/> P.M. <i>11:30</i>		
(27) Date employer learned of accident <i>11/16/92</i>		(27a) Injury reported to (person) <i>JEFF YEO</i>		(28) Did injury result in disability beyond date of accident? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			(29) If yes, give date last worked <i>11/16/92</i>		
(30) Was injured paid in full for this day? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		(31) Has employee returned to work? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		(32) If yes, give date			(33) At what wage? \$ Per		
(34) What was employee doing when accident occurred? (Describe briefly, such as loading truck, shoveling dirt, walking down stairs, etc.) <i>TRAVELING BETWEEN DRIVING &amp; POWELL ID. TO MEET WITH THE POWELL RANGER DIST. BIOLOGIST. REGARDING A RESEARCH PROJECT.</i>									
(35) How did the accident happen? (Describe fully, stating whether the injured person fell, was struck, etc.; give all factors contributing to accident. Use reverse side for additional space.) <i>CLAIMANT PASSED A PICK-UP ON HIGHWAY 12 AND HAD A HEAD ON COLLISION WITH A SEMI-TRUCK CARRYING GRAIN. CLAIMANT ENDED UP PINNED INSIDE HER VEHICLE, PARTIALLY SUBMERGED IN RIVER WITH</i>									
(36) What machine, tool, substance, or object was most closely connected with the accident? (Name the specific tool, machine, appliance, gas, liquid, etc., involved.) <i>CLAIMANT WAS DRIVING HER PERSONAL VEHICLE ON TOP OF HER VEHICLE FOR 5 HOURS. (SEE ATTACHED ARTICLES)</i>									
(37) If mechanical apparatus or vehicle, what part of it? (Gears, pulley, blade, motor, etc.)									
(37a) If accident was caused by any person or business other than the injured worker, co-worker, or the employer, please identify <i>NIA</i>									
(38) Was accident caused by failure of a machine or product? (If yes, explain) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				(38a) Were mechanical guards, or other safeguards provided? <i>SEAT BELT</i> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			(39) Was injured using them? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
(40) Describe the injury or illness in detail. (For example, amputation of right index finger at second joint, fracture of ribs, lead poisoning, dermatitis of left hand, etc.) <i>BOTH FEELERS WERE BROKEN, BROKEN CLAVICLE, BROKEN NOSE, MAJOR LACERATION ON HEAD (REQUIRED 32 STITCHES) PROSTATE IN BOTH FEET, EXTENSIVE DAMAGE TO LIPS &amp; FEET, BROKEN R. FOOT, BONES IN R. TIBIA. LACERATION ON L. W.</i>									
(40a) Indicate body part affected <i>MULTIPLE</i> <input type="checkbox"/> Left <input type="checkbox"/> Right		(40b) Was this part of body injured before? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		(40c) Write brief description of treatment(s) given <i>CLAIMANT WAS TAKEN TO HOSPITAL AND ADMITTED INTO INTENSIVE CARE - BOTH FEELERS WERE PINNED, T.Y.U. NURS ADMINSTRAL AND OTHER INJURIES ADMISSIO. SHE WAS RELEASED FROM INTENSIVE CARE</i>					
(40d) Were other workers injured in this accident? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (If yes, please list other workers names) <i>OTHER DRIVER WAS NOT INJURED.</i>									
(41) Name and address of physician <i>DR. TIM BROWNE</i> <i>ON 11/21/92.</i>									
(42) Name and address of hospital <i>ST. PATRICK'S HOSPITAL MINOCCA, MT.</i>									
(43) <input checked="" type="checkbox"/> In Patient <input type="checkbox"/> Out Patient		(44) Did employee die? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		(45) If yes, give date		(46) In case of death, give name and address of nearest relative			

Signature of Employer: *[Signature]* Signature of Employee: *NOT AVAILABLE*  
 Prepared by: *[Signature]* Official Position: *O.S. Specialist* Date of Report: *11/22/92*



*J. Porter*  
Investigator Signature

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UNIVERSITY OF IDAHO  
SUPERVISOR'S ACCIDENT REPORT

Supervisor's Name (Print or Type) <b>JEFF YEO</b>	Position/Title <b>ASST. PROF., FWR RESIDENT SCIENTIST MGR. JFK TAYLOR RESEARCH STATION</b>	Phone # <b>885- 5779</b>
Claimant's Name <b>MARY E. MESSAROS</b>	Position/Title <b>J.N. RESEARCH TECHNICIAN</b>	Phone # Work <b>11</b>
Claimant's Address <b>P.O. BOX 9241, MOSCOW, ID 83843</b>		Phone # Home <b>882-9796</b>

- Date of accident: 1/6/92 Time of accident: 11:30AM
- Supervisor notified: 1/6/92 Time of notification: PM
- Location of accident: Complete attachment C  
SEE FORM 1
- Was claimant on duty at time of incident? <sup>TRAVEL</sup> REQUISITION # 91169 Yes  No
- How did the accident happen? (State specific job being done, machinery, tools, or object involved, factors that may have contributed to the accident.)  
SEE FORM 1: CLAIMANT ATTEMPTED TO PASS A PICK-UP PASSING A TRAILER IN A LEGITIMATE PASSING ZONE. A GROUP OF TRUCKS ON THE SIDE OF THE ROAD OBSCURED CLAIMANT'S VIEW OF ONCOMING TRAFFIC SO SHE DID NOT SEE ONCOMING TRUCK IN TIME TO RECOVER LANE POSITION. CLAIMANT WAS NOT  
Was the accident caused by a non UI employee or faulty equipment? CITED FOR ACCIDENT. Yes  No
- Were mechanical guards or other safe guards provided, if so what? SEATBELT WORKING N/A Yes  No
- Were there any witnesses? If yes, complete attachment C. - YES: ED JOHNSON (DRIVER OF SEMI INVOLVED IN ACCIDENT) JOHNSON TRUCKING CO., 2060, MT.
- Does the claimant have any illness or prior injuries we should be aware of? If so, what? CLAIMANT WAS TREATED FOR LEUKEMIA OVER 10 YEARS AGO. Yes  No
- Do you have any reason to question the injury as being work related? CLAIMANT WAS TRAVELING AS PART OF HER ASSIGNED DUTIES. Yes  No
- Did claimant leave work? Date: 1/6/92 Time: 11:30AM Yes  No
- Did claimant return to work? Date: 1/11/92 Full time  Part time  Yes  No
- Do you know when the claimant will be able to return to work?  
CLAIMANT NEEDS EXTENSIVE THERAPY. Yes  No
- Has the claimant been in touch with you since the injury? 1/22/92 Yes  No
- Have you tried to contact the claimant? Yes  No
- Do you know what doctor the claimant is now seeing? Yes  No
- Do you know the claimant's treatment or diagnosis?  
SEE FORM 1 Yes  No

Please turn page over to complete form



January 22, 1992



**University of Idaho**  
Environmental Health and Safety  
Moscow, Idaho 83843  
208-885-6524  
FAX: 208-885-5969

**CLAIMANT: Mary Messaros**

**SUPPLEMENTARY INFORMATION:**

Additional information not required in the Workers Compensation Claim report forms but that may be useful in processing Ms. Messaros's claim is listed below. Also attached are copies of two newspaper accounts of this incident supplied by Ms. Messaros's vehicle insurance agent. The UI has made a request for a copy of the police report relating to this accident and will forward a copy to the State Insurance Fund as soon as possible.

**Claimant's Vehicle Insurance Co.:**

Farmers Insurance Group  
205 S. Main  
Moscow, Idaho 83843

Contact person: Chris Johnson 882-4414

**Claimant's Medical Insurance  
Carrier:**

Medical Service Bureau  
Lewiston, ID 83501

208-746-2671

**Idaho State Police Responding  
Officer:**

Darrel Kelley  
Powell, ID

Phone: 208-942-3305

**EMT Responding Person:  
(NOTE: Ms. Ragotzkie is  
also the Powell Ranger Station  
biologist Ms. Messaros  
was on her way to meet)**

Kim Ragotzkie  
Phone: 208-942-3113

**Wrecking Service:**

Jackson's Wrecking Service  
Kamiah, ID

Phone: 208-935-4572

For additional information or assistance, please contact George Porter at the Environmental Health & Safety Office, 208-885-6524.

Thank you.



## NEWS BRIEFS

### Moscow woman stable after crash

A Moscow woman was in stable condition in a Montana intensive care unit Friday, after being trapped in a crushed car that was both burning and partially submerged in the frigid waters of the Lochsa River.

Mary E. Messaros, 28, spent more than five hours in her car, which was underneath a semi truck and partially filled with water, off U.S. Highway 12 Thursday. After ambulance crews finally pulled her free of the wreckage, she was taken to St. Patrick's hospital in Missoula.

An intensive care unit supervisor there said Messaros suffered three broken bones in her legs and a broken collar bone, but was otherwise in good condition.

Messaros was traveling east on a remote section of the winding U.S. 12, about 25

miles west of the Montana border, according to a report by the Idaho State Police.

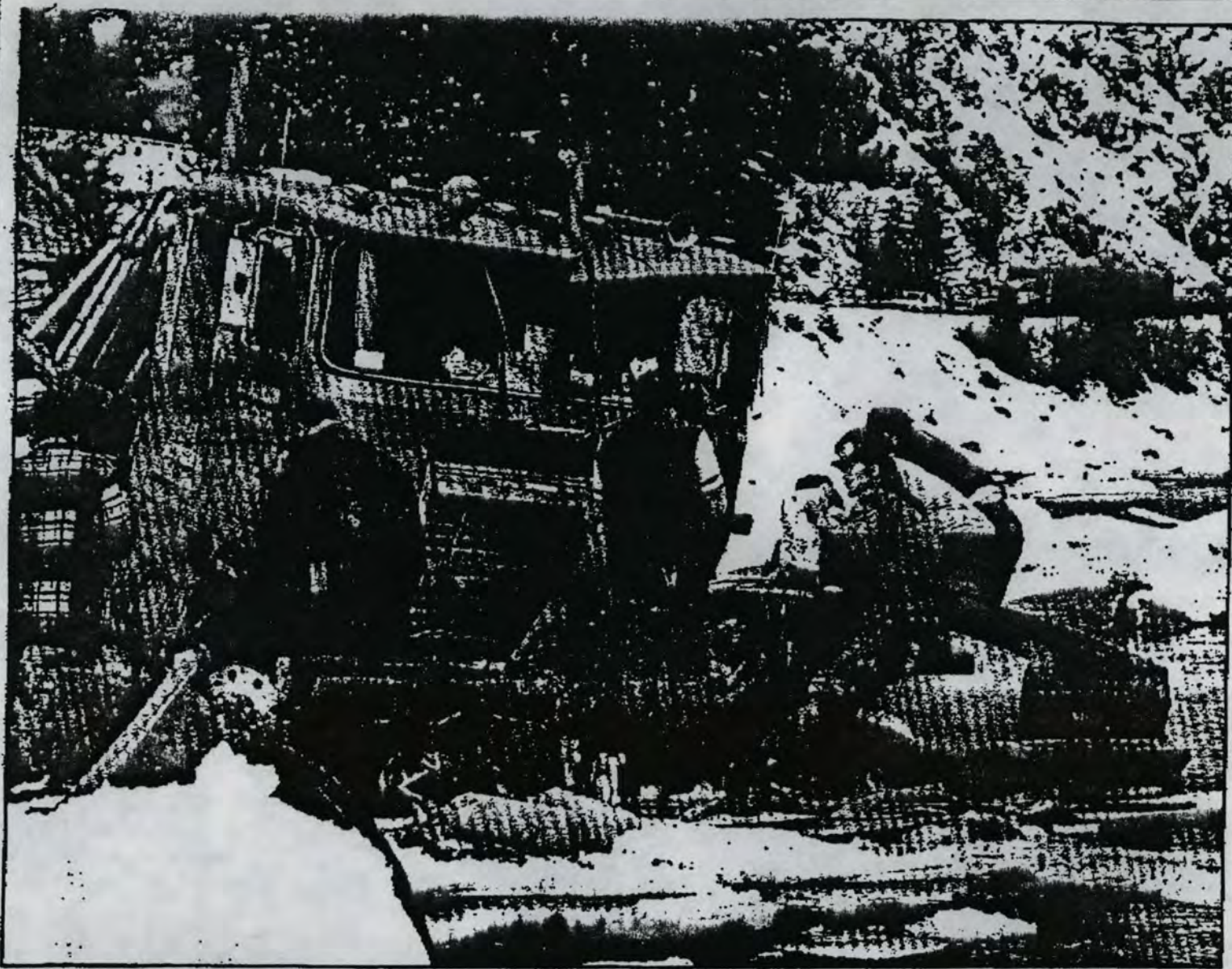
At about 11:30 a.m., she tried to pass a pickup hauling a trailer. But in the on-coming lane was a semi-tractor truck loaded with grain, driven by Edward W. Johnson, 49, of Menahga, Minn. Johnson's semi collided head-on with Messaros' 1986 Chevy Cavalier, slamming it backwards 200 feet.

Both the truck and the car flew off the road and into the Lochsa, with the semi landing atop the car. Badly injured and up to her waist in water, Messaros was trapped inside the car, while passersby and Idaho State Police officers sprayed the burning engine with fire extinguishers.

By 4:45 p.m., ambulance crews finally cut Messaros free. Johnson was not injured in the crash. Both wore seatbelts.

Gas leak forces evacuation of ...





JAY SCHWEITZER/Missoulian

RESCUE WORKERS from Montana and Idaho work Thursday afternoon to free Mary Eileen Messaros from her car after she ran head-on into a tractor trailer at mile marker 149 on Highway 12 near the Powell Ranger Station. Messaros was in fair condition at St. Patrick Hospital Thursday night.

## Woman survives head-on collision

By DONNA SYVERTSON  
of the Missoulian

Mary Eileen Messaros, 28, of Moscow, Idaho, was in fair condition in St. Patrick Hospital Thursday after crashing head-on into a tractor trailer driven by Ed Johnson of Lolo.

Johnson was not injured in the accident, which happened about 11:25 a.m. just over the Idaho border past the Powell Ranger Station on Highway 12.

Messaros was attempting to pass a pickup pulling a trailer when she ran into Johnson's truck in the westbound lane. Both vehicles went over the bank into the Lochsa River. The pickup truck continued on its way.

Johnson's truck, which was loaded with wheat, smashed its way over the hood of Messaros' Chevy Cavalier and much of his cargo spilled into the river. When Johnson got out of his tractor trailer, he was surprised to hear someone yelling.

"I couldn't believe she was sitting there hollering," he said. "She was saying 'help me,' saying 'I'm pinned in here.'"

"What scared the devil out of me," Johnson said, "is that I saw a stuffed animal, a teddy bear. I

(See WRECK, Page A-10)



## Wreck

(continued)

thought, 'God, let's not have a child in that car.'"

The Idaho State Police weren't far away. Another truck had wrecked nearby, spilling its load of fruit onto the highway.

After a wrecker pulled Johnson's truck back a couple of feet to allow room to try to free Messaros, emergency medical teams from Powell, Orofino and Missoula began to care for her.

Messaros was sitting in water up to her hips. Her upper body was covered with warm

blankets and the emergency teams gave her warm fluids intravenously. She appeared to have head cuts and both her legs were pinned in the car. A St. Pat's nursing supervisor said Thursday night that Messaros suffered leg fractures.

The medical personnel, along with several Idaho State Policemen and passersby, worked until 4:50 p.m. to free Messaros, literally pulling her car apart to do so. They finally cut the roof off the car, cut the back off her carseat and began to lift her out of the vehicle as she cried and moaned with the movements. Attached to a hard stretcher, she was lifted up to the highway and placed in the Missoula ambulance.

Life Flight met the ambulance near Lolo

Pass and carried Messaros to the Missoula hospital.

Messaros apparently was driving to the Powell Ranger Station to look at some elk data, said Darrell Kelley, an Idaho State Patrol corporal.

Traffic on Highway 12 was backed up about a half mile in each direction following the accident.

While weather played no major role in Messaros' accident, freezing rain Thursday morning did cause several minor accidents in the Missoula area. Four accidents occurred between Lolo and Missoula, four on Highway 200 and seven on I-90 near Bonner.

Missoula accident investigators reported eight accidents Thursday, including one that totalled a car.



## OFFICER'S REPORT

CASE NUMBER: 92016-027

ORIGINATED BY: SHERIFF NICK ALBERS  
TRANSCRIBED BY: LINDA COX  
MEDIUM USED: /X/TAPE / /TEXTDATE ORIGINATED : 01/17/92  
DATE TRANSCRIBED: 01/17/92

## CONTENT

RE: BCMRT MEDIVAC -- TRUCK-VEHICLE ACCIDENT  
LCN: MP 149, US HWY. 12

JAN 23 1992

On 01/16/92, at approximately 1217 hours, the Clearwater County Sheriff's Department received a call from ISP Dispatch, Lewiston, Idaho, advising that there was a truck/car accident on Highway 12 at approximately Milepost 149 and that a Medivac was requested. At or about the same time, a call was received from Idaho County Sheriff's Office inquiring as to whether we could provide additional extrication equipment for use at the site. At approximately the same time, a landline was received from Paul Anderson, Bureau Chief, Emergency Medical Service, Boise, from the State Communications Center, St. Alphonus Hospital. He advised that a truck/car head-on accident had occurred at Milepost 149 on State Highway 12. Additional assistance was needed, according to Anderson, possibly in terms of extrication equipment. He advised that the truck had hit the car and that both vehicles were in the river and that the truck was sitting on top of the car. At the time of his call, one subject was still trapped in the car with her legs pinned; units at the scene were unable to affect her extrication. He also advised that Kooskia Ambulance was en route and that additional extrication equipment would possibly be sent from Grangeville. He further indicated that the Lifeflight Helicopter from St. Patricks Hospital in Missoula, Montana, was unable to get to the scene, however, an ALS Helicopter from Spokane, Washington, would be responding in support.

Contact was then made with Ray Reel from Valley Aviation, to set up the helicopter for medical evacuation. Tim Norton, a diver for Clearwater County Dive Rescue Team, was contacted and directed to prepare dive equipment for himself plus one extra dry suit for the purpose of flying to the site to assist in the extrication and medical evacuation by helicopter of the one patient.

At approximately 1236 hours, this Reporting Officer and Tim Norton proceeded to Valley Aviation and off loaded all dive and medical gear and placed it in the helicopter. Medical gear consisting of a primary Rescue Pack, a secondary medical rescue pack, stretcher, blankets, oxygen, MAST suit, and extra IV solutions were also placed on board. We departed the Valley Aviation Helipad at approximately 1252 hours. We decided that we would flight follow through the Clearwater National Forest, using frequencies 1 and 2, while we monitored EMS frequencies 1 and 2. Radio traffic to and from the site was poor during the entire incident on all frequencies selected.

At the time of liftoff, we had approximately fifteen hundred foot ceiling with rain and fog. The temperature was approximately forty degrees fahrenheit. We had been advised that the roadway at the site was bare, snow was melting and the temperature was approximately forty degrees fahrenheit with a twenty-five hundred foot ceiling. The on-going flight to the site was hampered due to the existing fog requiring us to fly in



OFFICER'S REPORT

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closer proximity to the river. Between Syringa and Bald Mountain, we were contacted by Lifebird helicopter who was en route to the site from Spokane, Washington. The pilot acknowledged that he was nine (9) miles south of Orofino and unable to find a way down through the fog, therefore he was going to abort the mission and return to Spokane. During this period, we were contacted by the State Communication Center advising that the patient was still trapped and that personnel at the scene indicated the patient had respirations of 24 and a pulse of approximately 120. No blood pressure was available at this time.

We were initially instructed to fly to Milepost 149, a location known as Colgate Licks, where we could land and offload our equipment to then be taken to the site. As we were approaching that location, we were in contact with Idaho State Police Officer Kevin Rouse (597) and after doing so we decided to go directly to the scene to determine if we could land at that location.

Upon arriving at the scene, we were able to land at a location on the highway approximately fifty yards downriver from the accident site. Tim Norton was instructed to put on his dry suit and this Reporting Officer proceeded directly to the scene.

Initially I observed an eighteen wheel cab over truck, blue in color; with flat bed trailer used for hauling grain, angled down over the road embankment. The cab or tractor portion of the truck was in the river and was sitting on top of a small vehicle. The bumper of the tractor was located in proximity to the bottom edge of the front windshield of the car. Kamiah and Kooskia Ambulances were on site and personnel from the respective units were attending the female subject in the driver's seat of the car.

Upon approaching the truck and vehicle, the patient was presented in a seated position with her legs trapped under the dash. The patient was a twenty-eight (28) year old female who was conscious and arousable to verbal stimuli. A Philadelphia collar was in place and secured. A Non rebreathing mask was on the patient and oxygen was being delivered. An IV of Lactated Ringers had been established in the left antecubital fossa and approximately five hundred milliliters had been infused. The patient's face was covered with blood and her head had been dressed and bandaged in the region of the frontal lobe. Edema and ecchymosis was noted under both eyes. Ambulance personnel had been unable to effect the extrication of the patient's legs. Both feet and her legs approximately eight inches proximal to the ankle were immersed in water.

A chain had been wrapped around the steering column in preparation for pulling the steering wheel. A twelve foot chain had been wrapped around the driver's seat in preparation for pulling the seat. A spreader and cribbing were observed to the right of the patient's right leg in an attempt to raise the dash. The left door post had been cut away from the vehicle body. The hatchback of the vehicle was removed. Plywood had been set out from the riverbank to the vehicle to help prevent the rescuers from working in the water. It further appeared that the patient's knees had been driven into the dash and the metal framework that supports the



## OFFICER'S REPORT

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steering column. It was believed that a metal shaft had penetrated and was embedded in the right leg above the ankle. Movement of the patient created significant pain. The patient, although arousable to verbal stimuli, was lethargic and shivering. The ambulance personnel were requested to get heating devices to insure that the IV solution was kept warm and the oxygen heated as much as possible to prevent further hypothermia.

At this time, myself and Tim Norton began a disentanglement process of the dash and firewall primarily using tin snips to cut light metal, plastic and wiring harnesses. In order to provide for additional work room, it was necessary to have the tractor and trailer pulled backwards off the car. After pulling it backwards six to eight inches, cribbing was applied under the right front wheel of the truck to prevent it from dropping down onto the motor of the car. Our concern was, should this happen, that it could violently shake the car and the patient and furthermore cause the floorboards of the vehicle to buckle and further encapsulate the patient's legs. After cribbing the wheel, the truck was pulled backward another six to eight inches.

We were able to remove the dash and underlying materials to the left instrument panel, then the instrument panel itself was cut loose in pieces and finally the speedometer cable was cut. Any piece of the dash or firewall to the left and in front of the patient that could be removed, was removed. During this disentanglement period, Arrow Ambulance from Missoula, Montana, arrived on site and subsequently, in cooperation with the other ambulance personnel, took over primary patient care. Heat packs were placed under the arms and on the back of the neck of the patient and warm blankets were rotated from the ambulances to the patient to prevent further heat loss and hypothermia.

After clearing the left side of the dash and the instrument panel, we placed a hydraulic wedge on the floorboard left of the patient's left foot and against the depressed firewall. The wedge was opened to the maximum, then replaced with a spreader. We were able to open the area sufficiently to get a hand completely around the patient's foot. The patient was unable, upon request, to extract her foot and complained of pain in the left thigh area.

During the period heretofore described, approximately two to three thousand milliliters of IV fluids had been infused and a second IV established in the right antecubital fossa. The patient's LOC increased significantly with the aggressive fluid resuscitation. A cardiac monitor was attached to the patient and the patient was found to be in normal sinus rhythm with an elevated rate in excess of one hundred twenty beats per minute.

We then began to remove the right side of the dash and windshield. After this was accomplished the spreader, which had been in place, to the right of the patient's right leg, was removed and replaced in an effort to push the bracket holding the steering column upwards and away from the patient's leg. At the same time, and in conjunction with the spreader, a comealong was hooked to the chain around the steering column to assist in



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pulling the dash and the steering column bracket upwards. Sufficient room was developed through this process to enable Paramedic Paul FitzSimon to get his hand completely around the patient's right foot. At this time, her pants were cut open from the thigh down past her boot. It was observed she had an open fracture of the right femur and an open fracture of the right leg where we believed both the tibia and fibula had perforated the skin and then retracted.

At this point, because of the ability to freely feel around both feet, we recommended, based upon the lateness of the day and the inability to further pull the dash and firewall, that the seat be pulled and the patient removed. At this time, the patient had been trapped in the vehicle for approximately four hours.

Prior to the pulling of the seat, a regular size half board was placed between the patient and the back of the seat. A pediatric half board was then slid underneath the patient's buttocks to assist in lifting the patient and for stabilization during the seat pull. The Arrow Ambulance Paramedic requested approval from a doctor at Community Hospital in Missoula, Montana, to administer valium to the patient prior to the seat pull and ultimate extraction. Approval to administer five milligrams IV push prior to extraction and a second similar amount, if needed, after placement and during packaging in the ambulance was given. The paramedic was also directed to have a laryngoscope on hand with an endotracheal tube available should the patient have respiratory difficulties. To facilitate additional room during the extraction, the top was cut off at the left front and the left rear posts and the top thereafter was lifted up and bent over to the right. A comealong was then set up for the seat pull.

The patient was administered five milligrams of valium and then the seat was pulled rearward although we were unable to break it loose from the tracks. We supported the patient's back and head using the half board then laid the back of the seat down to its maximum. A long spine board was then slid down the back of the seat to the patient's hips and the patient was laid back onto the spine board and the half board was removed. With rescue personnel monitoring both feet, the patient was pulled in line up the board. A spine board was then laid flat and a spider system used to secure her to the board. The board and patient were then handed off to rescue personnel and onlookers and hand passed up the road embankment to the road, thereafter she was placed on a gurney and put into the Arrow Ambulance for packaging and subsequent transport to Missoula.

It was decided prior to putting the patient in Arrow Ambulance that we would not attempt to medivac the patient to Missoula because of impending darkness and the fact that the weather was becoming worse in the area. At approximately 1605 hours, after retrieving our gear, we lifted off for Orofino. Approximately ten (10) minutes into the flight, we heard Lifeflight Helicopter from Missoula, Montana, make contact with Arrow Ambulance thereafter, arrangements were made to meet the ground unit near the top of Lolo Pass for the purpose of transferring the patient over to their ship.



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We subsequently attempted to shorten the trip home by climbing out above the fog. In the vicinity of Pete King Creek, we attempted to get back down to the river on the south side, however, we were unsuccessful and then had to fly north where we ultimately were able to get into the Pete King drainage two (2) to three (3) miles above the mouth of the creek. The remainder of the flight was uneventful. Our arrival at Orofino was at approximately 1712 hours.

Nick R. Albers, North Idaho BCMRT 201  
Clearwater County Sheriff's Office

NRA/lcc/rk