

PUBLIC INQUIRY INTO THE DEATH OF JERMAINE BAKER

Witness Statement of Dr Thomas Peter Hurst

- 1) My name is Dr Thomas Peter Hurst. I am a consultant in Pre-Hospital Care employed by Barts Health and working with the London's Air Ambulance (LAA). I am also a consultant in Intensive Care Medicine employed by King's College Hospital. My qualifications are MBChB FRCA FFICM Dip IMC FFMLM. I have worked for London's Air Ambulance as a doctor since 2008. In 2017 I was appointed as a substantive consultant in the service by Bart's Health and in January 2020 I took up the post of Medical Director of London's Air Ambulance. I have been asked to prepare a corporate statement to the Public Inquiry into the death of Jermaine Baker. I have been directed to provide a chronological overview of LAA's involvement and actions in attending Mr Baker and to state the number of thoracotomies performed by LAA and the patient outcomes from that procedure in 2015.
- 2) London's Air Ambulance (LAA) is a service operated by London's Air Ambulance Charity, Bart's Health NHS Trust and London Ambulance Service NHS Trust. The service is tasked by paramedics in the London Ambulance Service control room and responds by helicopter or fast response car twenty-four hours per day. The service always sends a crew consisting of at least one doctor and one paramedic to every call. The doctors working for the service are all senior, being at least seven years post qualification. The paramedics are also senior, being at least five years post qualification. The accountability for patient care delivered by the LAA team is held by Bart's Health NHS trust. London's Air Ambulance responds almost exclusively to patients who have suffered major trauma (i.e. severe physical injury) and has pioneered a number of developments in the treatment of such patients.

Sources of Information

- 3) I was not present at the incident in question and do not recall discussing it with any of the team members involved. The information contained in this statement is derived from the clinical records, statements made by the team involved and information in our patient database. I have been assisted in obtaining this data by Elizabeth Foster.
- 4) The specific documents are:
 - LAA 34991/1 – Patient Report Form (1 page, double sided)
 - LAA 34991/2 – HEMS Mission Report (2 pages, single sided)
 - LAA 34991/3 – Blood Transfusion Record (1 page, double sided)
 - LAA 34991/4 – Witness statement of Dr Danny Sharpe (IPC0000995) (1 page, single sided)
 - LAA 34991/5 – Witness statement of Claire Brady (IPC0000996) (1page, single sided)

Sequence of Events

- 5) I shall first provide an overview of events before providing detail regarding each aspect. Based on the records available to me, the sequence of events as I understand them, is as follows:

On the 11th December 2015:

- 09:03 999 call received by London Ambulance Service [LAS]; CAD 1206
- 09:09 London's Air Ambulance [LAA] activated from the helipad at The Royal London
Incident location: Olympus Grove, Haringey, London, N22
Call type: 30 year old male gunshot wounds
- 09:13 LAA aircraft lifts
Pilots:
Captain Andrew THOMSON
Co-Pilot Neil JEFFERS
- Medical Team:
Dr Danny Ben SHARPE [GMC Registration Number 6164056]
Paramedic Claire E BRADY [HCPC Registration Number PA0775]
Dr Ryan NEWBERRY [US Military Observer]
- 09:19 LAA aircraft lands. "Charlie" Landing [over 200 metres from scene]
- Medical team met at landing site by plain clothed police officers and conveyed in police vehicle to scene.
- 09:22 Medical team at patient side:
LAS and Police present: External cardiac massage in progress
- 09:39 In agreement with team present, Patient Pronounced Life Extinct by Dr SHARPE

I shall now provide further detail regarding each stage of our response.

Activation

- 6) All injury related 999 calls that are received by the London Ambulance Service control room are reviewed by a paramedic seconded to London's Air Ambulance, who has authority to launch the aircraft. Calls such at this meet our criteria for dispatch of a medical team with a target time of seven minutes and this was achieved.

Aircraft take-off and landing

- 7) London's Air Ambulance operates an MD 902 aircraft, which for Helicopter Emergency Medical Services (HEMS) missions is always flown in a two pilot configuration. When operating from the helipad on the roof on the Royal London Hospital, fire safety is provided at all times by a team of two aviation fire fighters.