

Communication Summary

03/09/2020

Information from: Mr. Tony Bonham, VP Air Evac EMS, Inc.



Summary & Factual Information: Mr. Bonham was asked for a statement from the pilot of N32AE, Mr. Joseph Chandler. Mr. Chandler's statement stated:

4 March approximately 1840 I was flying the spare B206L-1+ N32AE (B407 base) on a transfer from Northeast Regional Medical Center, Kirksville Mo to Boone Hospital Center, Columbia Mo with an approximately 250 pound patient on board.

Winds were calm, I was unaided (not dark enough for NVG's yet) at 108 Knots and 1400MSL (approx. 700 AGL) Normally fly higher, was maintaining separation from the University of Missouri helicopter that was enroute to the hospital I had departed from.

The aircraft yawed right, RPM light illuminated and RPM audio. I reacted to the indications, scanned the instruments and realized that the engine was still running but had drooped below 90%. A/C was descending and ALT hold was slowing the aircraft attempting the hold altitude.

I told the crew we were landing; reduced the collective further and turned left towards a field; disabled the autopilot while I was checking the throttle was full open.

I was on a shallow long approach to a field intending a run on landing. Rpm was back to 97%, trying to maintain 60 kts in case the engine failed completely. I determined that I would not have power to arrest the descent and continue to an airport and committed to a controlled descent power on. Called Cencom and reported a precautionary landing.

Trying to maintain the approach angle was drooping the rotor. Rotor droop was slowing my airspeed. At approximately 5-10 ft applied large amount of collective and landed straight and level.

I checked to see if the crew was okay, called CenCom to report the hard landing. Performed a normal shutdown. Started smelling something burnt so asked the crew if there was smoke/fire, they said no; patient said he could see smoke. Determined that the searchlight was burning the corn chaff on the field.

By the time the blades stopped I had a first responder nurse at our 3 o'clock and an off duty Highway Patrolman running toward us from the 11 o'clock.

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator