

This is a recollection of the hard landing that occurred Wednesday 3/4.

We took off on a transfer flight from north east regional medical center for a transfer going to Columbia. Takeoff and landing were routine in nature. Checklists were verified, equipment and employees were secured in the air craft. We landed at the hospital without any problems. The patient was loaded, brought to the aircraft and was secured inside.

We then prepared to take off. Checklists were again verified and a takeoff occurred without any problems. We were just south of Moberly when all three crew members heard a noise coming from the aircraft. Pilot Scott Chandler relayed to us that he was going to make a precautionary landing because he did not trust the engine. About 2-3 seconds later he then relayed that we're losing speed and that we were going to make an immediate landing. As we descended to about 25-30 feet he then relayed to hang on as we were preparing to make a hard landing.

This is my detailed version of the events that occurred that Wednesday evening. If you have any further questions, please do not hesitate to ask.

Thank you,
Cohl Cook

We were flying a patient from Northeast Regional in Kirksville, MO to Boone Hospital in Columbia, MO. I believe we were about 9 minutes out when the engine lost power (it sounded similar to the rotor droop in a 407 when lifting without the fly gate locked in) and alarms started beeping and it started vibrating more intensely. I asked the pilot what was happening, he said I'm not sure but we might be landing. Then he said yes we are landing. We circled back to the north to land in a field close to highway 63. He called into CenCom that we were making a precautionary landing. As we were on short final we began losing more power and altitude. The next thing the pilot stated that he couldn't keep up speed and he was going to try and get it on the ground. At that point I knew it was going to be a hard landing so I grabbed my shoulder straps and braced myself. The pilot then told us that it was going to be a hard landing and to hold on. Then we dropped straight down from around 20ft and hit the ground. Once on the ground I checked on the patient and then asked the pilot if we needed to get out or wait for the shutdown. He instructed us to wait until he shut down. After that we got out and unbuckled the patient and assisted him in climbing out of the aircraft as well.

Please let me know if you need any more information.

Megan Campbell