

N155C / King Air C90 / 02-14-2017 / Sobol, Oklahoma. Approximately 1055 A. M.

Statement from Anthony Burch, Flight Nurse and Robert Colvin, Flight Paramedic

Others present: Steven McNeely, EagleMed Safety: Jon Wilson, EagleMed DOM: James Glasner, EagleMed Chief Pilot: Patrick Barkley, MedTrans program manager.

This statement was from an interview at approximately 1500 hours on 2/14/2017. This is a preliminary statement of events leading up to the emergency landing.

1. 0657 call came in for a patient transport from Idabel, Ok.
2. 0745 flight nurse Burch arrived on duty.
3. Flight paramedic Colvin was already on duty.
4. Called Bill to do a "Pilot Swap" – arrived 15 minutes prior to launch.
5. Jared had already pulled the aircraft out of the hangar and prepped aircraft prior to Bill arriving. It was raining.
6. 5 minutes prior to takeoff, all three crew got into aircraft, ready for flight.
7. Engine start and taxi out were normal, nothing unusual noted.
8. Takeoff at approximately 0803 hours.
9. While still climbing, pilot started working on the autopilot, and was making some aggressive banks and turns.
10. Ten minutes into flight, the flight nurse requested to go back to McAlister – Pilot refused – said "no" we are going to Idabel.
11. Pilot still had all instruments and aircraft power at this time.
12. Pilot started flipping various switches, then all power went out.
13. After a few minutes, the Flight Paramedic called Medtrans Comm Center using cell phone; while the flight nurse, sitting in the copilot seats, call Patrick. This was at 0908 hours.
14. Pilot was heading East doing circles, med crew was telling pilot to fly level.
15. Pilot was not really responding, and was looking for holes in the clouds, while diving and banking, and cussing at medcrew.
16. Communication with pilot – pilot was not responsive or cooperative, kept headsets on with no comms in the aircraft.
17. Pilot was hand flying the aircraft erratically, where the pilot looked, the aircraft followed.
18. Pilot performed aggressive/violent maneuvers during the entire flight;
  - a. At one point the aircraft was almost upside down, the blue on the artificial horizon was upside down.
  - b. At one point, the flight nurse had to fight for control to pull aircraft out of a dive.
19. Pilot kept saying that the copilots instruments were not working.
20. Med crew stated pilot was not using instruments, but looking outside.
21. Missed DeQueen, Oklahoma, and was able to climb to avoid rising terrain.

22. Pilot still making aggressive maneuvers.
23. Next think we were heading towards Texarkana.
24. Lost phone contact.
25. Next heading towards Talahina.
26. At this point medcrew was trying to use google maps to find out where they were.
27. Left engine sputtered, then quit.
28. Pilot feathered 10 minutes later.
29. Flew on right engine for approximately 25 more minutes.
30. Pilot still making aggressive maneuvers.
31. Medcrew told pilot to land, at least with power on the right engine.
32. Started a slow decent.
33. Popped out of clouds, there were mountains around, and a field.
34. Pilot circled field, estimate the wing tips were only about 20 feet above the trees, and aircraft doing about 160 to 200 knots.
35. Started feeling vibrations on right engine.
36. Started to lower gear, through emergency gear extension:
  - a. Did not get the nose gear all the way extended and locked.
37. Pilot did land the aircraft between two trees.
38. Aircraft still had power on the right engine at touchdown.
39. Crew exited the aircraft through the aft door.
40. Flight nurse ran to house approximately 200 yards away to call 911.