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Aviation Accident Investigator
AS-ERA

Date: February 19, 2026

Subject: ERA26FA035, Pilot Interview

Contact: [REDACTED] II, Pilot, Air Methods Corporation

Mr. [REDACTED] was interviewed in person on February 18, 2026. Present for the interview was NTSB Investigator David Lewis, [REDACTED], and Mr. [REDACTED] representative [REDACTED] from Wilson Elser Law Firm. Mr. [REDACTED] was informed that his statement would be transcribed into a memorandum for record that would be part of the public docket. Below is a summary of the interview.

Question: Can you please describe the events leading up to the accident starting with the beginning of his shift on the day of the accident.

- My normal shift was from 0730-1930 but I would show up about 30 minutes early. I went to the hanger and conducted a preflight inspection of the aircraft, conducted a crew briefing, and readied for normal operations.
- We got toned out for a patient transport. The crew got their stuff together while I pulled out the aircraft. I felt nothing was out of sort health wise, if I did, I would not have flown that day.
- The crew got into the aircraft, ran through our checklist, and departed to the east toward the call location. About the time we were abeam Music City Airport (XNX) I was told we needed to land. I responded with "tell me where you want me to land" and at that point the call was cancelled.

- I turned the helicopter 180 degrees to fly back to the helipad. The aircraft pitched up about 30 degrees or more and I saw a hand with a green glove on the collective.
- I took control of the aircraft and saw [REDACTED] on the flight controls. I remember descending into the trees and prior to impacting the ground I bumped the collective up and rolled the throttle off, attempted to conduct a hovering auto and cushion the landing. The helicopter hit the ground and rolled on to its left side.
- I felt a bunch of pain in my head, but I don't remember much after that.

Question: Did you hear [REDACTED] talking to you?

- I remembered and asked "why, tell me where"

Question: What altitude do you normally fly at when on a call?

- Then company requires us to fly 1000 ft AGL. I normally fly at 1500-2000 ft AGL.

Question: Do you remember anyone coming up to the aircraft prior to EMS?

- No

Question: Does Air Methods conduct training on pilot incapacitation or was any of the crew conducting pilot incapacitation drills?

- I heard that Air Methods was giving classes on incapacitation of pilots. I think [REDACTED] was doing something about that. I never did anything like that with my crew.

The digest was emailed for review by the interviewee on February 19, 2026. The interviewee replied on February 24, 2026, with their edits to be incorporated into the narrative. The final amended digest was emailed back to the interviewee on February 26, 2026 with no further edits.