

**AIRCRAFT EMERGENCY RESPONSE PLAN
CREW MEMBER STATEMENT**

COMPANY CONFIDENTIAL

1. NAME OF CREW MEMBER (First, MI, Last) CHAD T. CAMBRON	2. OCCUPATION/TITLE Pilot	3. DATE OF BIRTH (MMDDYYYY) [REDACTED]
4. ADDRESS (Street/PO Box, City, State, ZIP Code) [REDACTED] Indianola, IA 50125		5. PHONE NUMBER [REDACTED]
7. PURPOSE OF FLIGHT RJAF training	8. SEAT OCCUPIED Left	6. DATE OF STATEMENT (MMDDYYYY) 07/09/24
9. DEGREE OF INJURY Ø		

10. CONFIDENTIALITY
This safety investigation is being conducted for accident prevention purposes only. It cannot be used for any other purpose. Your statement will be used by MD Helicopters, Inc./LC, and the investigation authority in the interest of safety and accident prevention only.

11. CREW MEMBER STATEMENT

To the best of your ability, describe the circumstances leading up to the mishap and what occurred. Continue on the back of this form if more space is required.

Approx 1.0 hrs into a planned 1.5 hr factory qualification training flight crew began practice simulated engine failures. IP demonstrated first iteration entering the maneuver from 2500'msl/80kias. Maneuver terminated with power at 5' lower without incident. SP took the controls and executed r/h traffic, ~~to~~ Established 2500'msl/80kias and entered the maneuver. Entry was smooth, a little late to lower collective, but flap recovered. steady state profile established and throttle increased to full open. SP began to slow the aircraft below 60kias and IP made verbal correction without response. At 750' AGL IP instructed the student to "hold attitude; Don't decel." At approx 75' AGL SP continued to decel and put the aircraft in a near vertical descent, IP push the cyclic

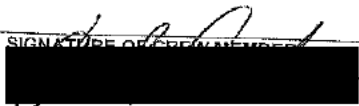
12. SIGNATURE OF CREW MEMBER		13. DATE SIGNED (MMDDYYYY)	
14. MISHAP ID	15. Date (MMDDYYYY)	16. Time (Local)	17. Aircraft Serial Number

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11. CREW MEMBER STATEMENT (Continued)

forward and prevented the SP from increasing collective further. SP then added all cyclics and collective simultaneously, exacerbating our vertical descent. IP lowered the nose to level the aircraft. Aircraft made contact with the ground in a near-level attitude, but skid bar dug into the sand and pitch the aircraft over until the top rotor plane contacted the ground. Aircraft rolled onto it's right side. IP conducted Emergency shutdown. Both pilots ~~exited~~ climbed out of the wreckage through the left (top) door.

12. SIGNATURE OF CREW MEMBER 		13. DATE SIGNED (MMDDYYYY) 07/09/24	
14. MISHAP ID	15. Date (MMDDYYYY) 07/09/24	16. Time (Local) 1454	17. Aircraft Serial Number