

## INSPECTOR STATEMENT

**Aircraft # N8000S**

**PILOT NAME: Kevin Behrhorst**

### **Narrative Statement:**

Inspectors Tony Will and Jeffrey Rock traveled to the Red Oak, Iowa airport KRDK to investigate aircraft that left the runway upon landing. Upon arrival Inspectors Will and Rock met with the aircraft pilot Kevin Behrhorst and his Flight Instructor Mitch Hardin. Mr. Behrhorst stated that he is a student pilot and was on a solo flight that originated at the Clarinda, IA airport KICL at approximately 0745 local time. Mr. Behrhorst then flew to the Shenandoah, IA airport KSDA and completed a touch and go landing at that field that was uneventful. Mr. Behrhorst then flew to Red Oak. His intent was to do another touch and go at Red Oak and then return to Clarinda. Mr. Behrhorst stated that he attempted to land on runway 17 at Red Oak but was unhappy with his line up and executed a go-around. Mr. Behrhorst stated that he attempted another approach and executed another go-around on that approach. Mr. Behrhorst made a third attempt at landing on runway 17. On this attempt Mr. Behrhorst stated the aircraft landed on the runway left of centerline. The time reported on this landing was approximately 0820 local. Mr Behrhorst stated that he attempted to correct this by applying left pedal. The aircraft exited the runway and Mr. Behrhorst attempted to go-around again. He stated he heard the stall horn and then has no memory of what happened until after the airplane ceased movement in an agricultural field that is EAST of runway 17. Mr. Behrhorst stated that he secured the airplane by shutting off the mixture and closing the throttle. He then shut off the Magnetos and shut off the master switch. Mr. Behrhorst exited the aircraft. The fire department and EMS responded to the scene. No post-incident fire was reported and Mr. Behrhorst stated that he was uninjured in the incident and refused transport by EMS.

During this and subsequent discussions Mr. Behrhorst made statements about driving an automobile and flying and how one is not good practice for the other. At this point a plausible scenario for this incident is that Mr. Behrshorst stepped on the left pedal of the aircraft to stop and attempted to steer the airplane to the right using the yoke. This is what action would be required in automobile to stop it with the brake pedal and use the steering wheel to correct the track.

Mr. Behrhorst logbook and student certificate were photo imaged. During the flight he was carrying an Ipad provided by his instructor with GPS capability and flight software. The route and actions of the aircraft were clearly displayed and photo-imaged. The routing was consistent with Mr. Behrhorst's statements of the conduct of the flight. The maintenance records of the aircraft were not available and the instructor/owner, Mr Hardin was advised that an aircraft logbook request letter could be expected.

Aircraft N8000S was located in a harvested soy bean field East of runway 17. The aircrafts location was measured with a Garmin 60CSx. That location is N 41°00.690' W095°15.542'. The nose of the aircraft was pointing approximately 192° magnetic measured by a compass. The nose gear collapsed in the incident but had been braced up by airport personnel to prevent fuel spillage. There were numerous ground scars and wheel tracks that were photo-imaged along with the aircraft. Compression damage was noted on the spinner and nose of the aircraft. Both wing tips were damaged. The left wing indicated an aft flexion causing the extended flaps to intrude into the fuselage. The right wing also showed this type of damage but was much less pronounced. Wing panel compression damage was noted on both wings near the fuselage. Based on the condition of the wings the damage to Aircraft N8000S was determined to be substantial. Examination of the pilot compartment showed no intrusion in the seating area. The flight controls were examined and the ailerons controls were no longer functional. The empennage controls were free and correct.

Based on the examination of the ground marks and aircraft damage it appears that this aircraft likely impacted in a cartwheel fashion and was at one point sitting on the nose until coming to rest on its main gear with a collapsed nose gear.

This investigation is ongoing.

**Inspector Name:**  
Jeffrey F. Rock

**Work Address:**  
DSM FSDO CE-01

**Work Phone:**



**Signature:**

**Date:**