

INSPECTOR STATEMENT

Aircraft # N699TQ

PILOT NAME: Christopher Moore

Narrative Statement:

On 9/8/2014 Inspector Katie Sample, Joe Quiring and the undersigned Inspector traveled to Macedonia, IA to investigate an aircraft accident involving Aircraft N 699TQ.

The Inspectors stopped at the farm of Gary Johnson in Emerson, IA . Mr. Johnson is the owner of Johnson Helicopter service. Mr. Johnson moved the aircraft to his farm from the crash site after receiving permission from Inspector Michael Heenan. The aircraft was located on Mr. Johnsons farm at N 41 05 15.4 and W095 24 30.7. The aircraft showed evidence of multiple structural failures. The passenger compartment sustained intrusion and structural failure and was compressed considerably. The engine compartment was heavily damaged and compressed as well. The tail boom was still attached and had been bent back towards the nose to facilitate transport to this site on a vehicle. The date plate was located and imaged. The engine data plate could not be accessed. No control checks could be made due to the damage to the aircraft. Multiple smaller aircraft parts had been collected and where placed near the fuselage wreckage. The simplex storage tank had the end torn off and was completely compromised. Mr. Johnson removed the instrument cluster, ELT, GPS and the aircraft documents. Those items were stored at the Johnson Helicopter service base at the Red Oak airport.

Inspectors then moved to the site of the accident in Macedonia, IA. The actual site where the aircraft struck the ground was measured with GPS to be N41 10 57.2 W095 32 07.3, elevation 1218. The area is a grouping of multiple cultivated agricultural fields in one mile squares. The fields are terraced and have a descending slope from the west to east. Large power lines run east west and form a barrier between the corn field that was going to be sprayed and the soy bean field the aircraft crashed in. The power lines are mounted on metal structures. Three large transmission wires hang from the structures. Two static lines hang above the transmission lines. Measured on google earth the span between the structures is approximately 1600 feet. The distance from the wires to the crash site is 240 feet. It was noted that the northern static line of the two strung static lines was broken and laying on the ground. The other static line and the three larger transmission lines appeared intact. The site was photo imaged. There were multiple small parts and debris still in the field. The main rotor system was also still in the field. Both blades were still attached to the rotor head and part of the mast was attached to the rotor head. Although showing signs of significant damage the blades were generally straight. The rotor system departed the aircraft and was up on a terrace in the field approximately 75 feet north of the crash site.

Inspectors departed the site and traveled to Red Oak Iowa airport to the offices of Johnson Helicopter Services. Mr. Johnson and his office manager Julien Vasquez were present and provided access to the aircraft maintenance log books. They also had the instrument cluster, ELT and GPS from the aircraft. Inspector Quiring examined the log books and reported no deficiencies. The above mentioned items were photo imaged. NTSB investigator Josh Lindberg was contacted. Mr. Lindberg released the aircraft wreckage back to the owner but did want the GPS unit retained by the undersigned inspector for possible analysis. Mr. Johnson was advised and the Inspectors departed for return to CE-01 office.