

INSPECTOR STATEMENT

Aircraft # N699TQ

PILOT NAME: Christopher Moore

Narrative Statement:

Carl Tiekotter

The following is a record of a phone conversation made on 9/10/2014. Inspector Katie Sample and the undersigned Inspector contacted Mr. Carl Tiekotter for the purpose of discussing the aircraft accident involving N699TQ.

On 9/6/2014 Mr. Tiekotter stated he was walking on 340th ST. Mr. Tiekotter stated he had walked from Aspen Drive to Pioneer trail on 340th street. He turned around and was walking South when he heard and saw the helicopter enter the area. Mr. Tiekotter stated he saw the spray booms and stopped walking because he wanted to watch the aircraft spray although at this point he was unsure if the helicopter was going to spray in the area. Mr. Tiekotter observed the aircraft flying North over the agricultural fields. Mr. Tiekotter stated he could also see the Power transmission lines. Mr. Tiekotter observed the helicopter flying North towards the wires and that the aircraft went "straight on thru" the wires. He stated he saw the helicopter strike a wire and "drop like a sack of oats". Mr. Tiekotter stated he saw no sparks or observed any fire but the sound was loud and sounded like a "lawn mower going over a rock".

Mr. Tiekotter then called 911 for assistance and stated the time to be around 1209. Mr. Tiekotter then started walking to the North towards the area of the crash. He stated that he was passed on the road by Rod and John Bentley who were in a truck and drove past him towards the accident site. Mr. Tiekotter stated he waited by the gate into the accident site and directed emergency vehicles to the site. Mr. Tiekotter stated that at some point he entered the accident area and observed the crash site.

Mr. Tiekotter was asked some followup questions by the undersigned Inspector. Mr. Tiekotter stated that the aircraft was above the larger wires and did not appear to take any evasive action to avoid striking the wires. Mr. Tiekotter stated that he was around ¼ of a mile from the wires and could not see the smaller wires until the aircraft hit them. Mr. Tiekotter observed the helicopter stretch the wire to the North before the wire broke and the helicopter fell to the ground in a generally vertical direction. Mr. Tiekotter stated that he did not see the aircraft hit the ground from his vantage point due to the sloping terrain. Mr. Tiekotter did not observe any unusual sounds from the engine until the strike, then the sound of the engine changed and he heard the sound described above.

Contact information was verified and the call terminated at that point.

INSPECTOR STATEMENT

Aircraft # N699TQ

PILOT NAME: Christopher Moore

Narrative Statement:

Bob Ryan
Mid-American Energy
[REDACTED]

Tom Albertson
Mid-American Energy
Structures Engineer
[REDACTED]

On 9/12/2014 the undersigned Inspector conducted phone interviews with the Mid American Energy Employees noted above. Mr. Ryan is the local contact in Macedonia, IA. He referred this Office to Mr. Albertson for questions related to the wires and structures associated with the aircraft accident involving N699TQ.

Mr. Ryan stated that the two towers holding the span of wire struck were structures referred to as 72 and 73. Mr. Ryan stated that at the time of accident the transmission wires were not energized. Mr. Ryan stated the wire struck and cut is referred to as a shield or static wire and does not transmit any electrical current. Mr. Ryan provided contact information for Mr. Albertson for further information.

Mr. Albertson stated that the structures stood 111 feet. He stated the structures were 1650 feet apart. Mr. Albertson stated that he estimated the distance between the shield wires and the transmission wires mounted below to be around 25 feet. The shield wire that was struck is 3/8 inch extra high strength steel, 7strands. Mr. Albertson stated that the transmission capacity of lines if they were active to be 345,000 KV. Mr. Albertson stated that the damage to repair the lines to be less than 10,000 USD.

Inspector
Jeffrey F. Rock

Work Address:
DSM FSDO CE-01

Work Phone: [REDACTED]

Signature: [REDACTED]

Date: 9/11/2014

INSPECTOR STATEMENT

Aircraft # N699TQ

PILOT NAME: Christopher Moore

Narrative Statement:

Rod Bentley

The following is a record of a phone conversation made on 9/09/2014. Inspector Katie Sample and the undersigned Inspector contacted Mr. Rod Bentley for the purpose of discussing the aircraft accident involving N699TQ.

On 9/6/2014 Mr. Bentley was working at his feed lot on Aspen Road. He estimated the distance from his position to the accident site to be ¼ mile or so. Mr. Bentley stated that he heard the aircraft prior to seeing it and thought it might be spraying elsewhere in the area. Mr. Bentley stated he saw the aircraft fly into the area headed North. Mr. Bentley stated he saw the aircraft fly into the wires and stated the aircraft "stood up on end" "like it was climbing". Mr. Bentley stated it was a terrible sound when the aircraft struck the wires and impacted the ground. Mr. Bentley was asked if he saw the aircraft impact the ground. He stated he did not because when the aircraft hit the wires he immediately headed towards the building his son John was in to tell him to call for help. Mr. Bentley stated that John is a firefighter. Mr. Bentley stated that he and John got in their vehicle and headed to the crash site. Mr. Bentley stated he believes the wire struck the aircraft around the windshield area.

Mr. Bentley is the owner of the soy bean field that the aircraft crashed in. He stated that he assisted Mr. Johnson in recovering the aircraft. During the recovery Mr. Bentley stated that the saw spilled 24D on ground and that when the aircraft was moved "quite a bit" of gasoline leaked out of the aircraft. Mr. Bentley when asked stated that at this point around 4 to 5 acres of soy beans were destroyed and that each acre typically produces around 50 bushels. He then stated "beans aren't worth much". He further stated that when the power company comes back to fix the line he expects them to damage more of his beans to fix the damage.

Contact information was verified and the call terminated at that point.

Inspector
Jeffrey F. Rock

Work Address:
DSM FSDO CE-01

Work Phone:

Signature:

Date: 9/11/2014

WITNESS STATEMENT

Name
Kolby Giza

Address

Zip:

Home Phone:

Work Phone:

Mobile Phone:

Narrative Statement:

The following information was obtained from Kolby Giza, the loader for Mr. Moore, via telephone on 9/10/14.

Mr. Giza stated that on the date of the accident, 9/6/14, he and Mr. Moore drove from Red Oak to Creston together for an 11:00am start. Mr. Giza said they were in no rush and planned to spray until 6:00pm that night. According to Mr. Giza, Mr. Moore and the operator sat and did about two hours of paperwork and preparation for the spraying they were to accomplish that day.

Mr. Giza stated the field which Mr. Moore was intending to spray, adjacent to the accident site, was the fourth field of the day for them. Before departing to the field, Mr. Giza filled 30 gallons of 2-4-D. After spraying the "last part of a field", Mr. Giza estimates that there was approximately 15 gallons of 2-4-D on board when Mr. Moore crashed. Mr. Giza also stated that the aircraft was "filled" with fuel prior to departing for the intended field. Everything was going well that day and that Mr. Moore did not mention any issues to Mr. Giza about the aircraft.

After filling the aircraft, Mr. Giza had approximately a 30 minute commute to reconvene with Mr. Moore at the field. The approximate straight line distance to the destination was about 17 miles, according to Mr. Giza. Mr. Giza had worked with Mr. Moore for three years so, when in transit, he found it strange there was no response from Mr. Moore on the radio as per their usual routine. When Mr. Giza arrived the aircraft had already crashed.

Use reverse side or blank sheets if more space is needed

Printed Name:

KATIE SAMPLE

Signature:

A black rectangular box redacting the signature.

Date: 9/10/14

Time: