

INSPECTOR STATEMENT

Aircraft # 315LK

PILOT NAME: Larry D. Erickson

Narrative Statement:

On Friday September 23, 2015 Inspectors Jim Konig and the undersigned inspector returned to Humboldt, Iowa to conduct further investigation of the accident involving N315LK. With the permission of NTSB investigator Mike Folkerts the inspectors met with Dial Erickson and David Stockdale at the Humboldt Municipal Airport 0K7. Both of these airmen own and operate the same model of aircraft as N315LK and offered to provide technical assistance as required. At the airport inspectors were able to view N819DB owned by Mr. Erickson. The aircraft was carefully inspected and photo imaged with emphasis on the aircrafts flight controls. Mr. Erickson also was in possession of the maintenance logs for N315LK as well as the pilot logbook for Mr. Larry Erickson. No defects were noted with these records.

Sheriff Kruger arrived and the group adjourned to a county building that contained the wreckage of N315LK. The aircraft was covered with a tarp and the building and wreckage did not indicate any water contamination. The aircraft was upright on its landing gear. The rotor system was detached and sitting next to the fuselage. The aircraft was inspected and further photo imaging was accomplished. Flight controls were examined and control continuity was verified in the rudder assembly and the throttle linkage. The cyclic control was also checked and the left side control tubes to the rotor disc had two deficits. A bracket on the bottom of this control linkage was broken. The appearance of the breaks appears to be consistent with impact failure. This bracket is attached to control tubes that go vertically toward the rotor head. On the same side (left) as this broken bracket is a rod end bolt. This bolt was broken. [REDACTED]

[REDACTED] The bolt and bracket were retained and preserved by Inspectors.

Mr. Erickson and Mr. Stockdale confirmed that all components were present on the aircraft and noted no further anomalies to inspectors. This inspection terminated at this point. Inspectors returned to the DSM FSDO office with the above mentioned components and photo-imaged them. Email and photo images were sent to Mr. Folkerts for analysis and opinion of future activities with these items.

Inspector Name:
Jeffrey F. Rock

Work Address:
DSM FSDO CE01

Work Phone: [REDACTED]

Signature: [REDACTED]

Date:

9/29/2015

INSPECTOR STATEMENT

Aircraft # 315LK

PILOT NAME: Larry D. Erickson

Narrative Statement:

Accident Site
2045 K Road
Dakota City, Iowa

On August 10, 2015 Inspector Jim Konig and the undersigned Inspector travelled to the above address to investigate the accident site of N315LK. Meeting Inspectors at the site was Sheriff Dean Kruger and other members of the Humboldt County Sheriff's office. The aircraft was covered with a tarp which was removed. The location of the aircraft was estimated to be 42 45 13.71 N 094 11 54.9. The nose was estimated to be pointing 040 degrees. The elevation is 1134 feet. The ground was flat in the area. The aircraft was lying on its left side next to a damaged pine tree with a 6 and 8 inch main trunks which had been severed thru in at least 3 locations by the impact. There was a strong smell of gasoline and a large patch of grass that was killed under the aircraft. The fuel cell still had some fuel on board and there appeared to be some leaking in multiple locations. There was no evidence of fire at all. This area is the front yard of the passenger injured in this accident. The house is near the accident site. There are several large trees in the area of the flight path and electrical wires as well.

The passenger compartment showed intrusion in the nose area. The deputy reported that both occupants were wearing the shoulder harness and seat belts and those were cut by EMS aid in extrication. The rotor assembly was intact but bent. The leading edge did not appear to have any noticeable impact marks. The composite propeller was broken off at the root of each blade. Many blade small parts were in the area. The landing site was photo-imaged and examination was made of the site. The flight path of the aircraft was reported to be from the Northeast heading Southwest. The aircraft was reported to have abruptly descended below the trees. It would appear the aircraft struck a single tree and the impact wrapped the aircraft around the tree causing it to strike the ground with the nose pointed in the opposite direction.

In review of the accident site, the debris field was tightly concentrated around the tree area with most components in very close proximity to the fuselage itself. One notable variation was a section of propeller was located on the road generally in a line with the aircraft's reported flight path. The Sheriff's office located the blade and marked its spot and the blade itself with orange paint. The spot was approximately 200 feet away from the accident site. There are large trees with dense foliage in between road site and the crash site. This is suggestive that the blade may not have been deposited on this spot at impact. The recovered blade appeared to be a mid-section approximately 12 inches long. In consulting with NTSB officer Michael Folkerts it was determined that the entire prop assembly should be recovered and preserved for inspection by competent authority.

Inspector Konig removed the hub assembly with no difficulty from the engine. A search of the site was made for propeller parts. In collecting parts it appeared that at least one of the three blades shattered and the other two blades were broken but somewhat intact though detached from the hub assembly. One of the blade tips appeared to be missing and could not be located.

A sony camera was located at the crash site and that item was preserved as well. Arrangements were made to provide a to the Sheriff's office for the items preserved.

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Inspectors departed the site and NTSB Folkerts released the wreckage to be recovered by the Sheriff's office for preservation at a secure location.

Inspector Name:
Jeffrey F. Rock

Work Address:
DSM FSDO CE-01

Work Phone: [REDACTED]

Signature: [REDACTED]

Date:

9/24/2015