

INSPECTOR STATEMENT

ACCIDENT #

ACCIDENT NAME: Jason Beckman

Narrative Statement:

I received notification of the accident from Regional Operations Center on Thursday April 5, 2018, approximately 1640 local time. I arrived at the accident scene, [REDACTED] Maxwell, IA 50161, at approximately 1710 local time. The Polk County Sheriff Captain Jana Abens and Officer Jesse Mcatee were awaiting my arrival. The officers had taped off the site with yellow police tape. I exchanged contact information and requested copies of the officer's report when completed.

I took photographs of the aircraft and searched the area for any GPS, Nav aids, phones, or anything that might help in the investigation; nothing was found. I interviewed the previous aircraft owner, Mr. Tony Morris. He stated that he had flown the aircraft just prior to selling it to Mr. Jason Beckman to show that the aircraft was in good shape. He demonstrated the aircraft, flew and landed with no issues. At that time, the aircraft was sold to Mr. Beckman and he took possession of the aircraft. Mr. Morris did ask Mr. Beckman if he was a pilot; he answered "yes". Mr. Morris stated he told Mr. Beckman that he should use 10 degrees of flaps, which would help the aircraft take off. Mr. Morris stated he witnessed the aircraft takeoff without flaps and a gust of wind forced the aircraft into the tree causing it to crash.

When I arrived at the accident site, Mr. Morris had the aircraft records including maintenance, weight and balance, airworthiness certificate, limitations, and Bill of Sale. I took photographs of all the paperwork. There was a blank temporary registration certificate in the paperwork but no completed form. The latest condition inspection was completed by Mr. Morris on 8/02/2017. Mr. Morris holds a Repairman Certificate [REDACTED] allowing him to perform the condition inspections on that aircraft. Mr. Morris has owned and flown the aircraft for the last 10 years.

The following day, April 6, 2018, FAA Inspector John Walberg and I went to the accident site and took additional photographs and GPS locations. We inspected the aircraft and found the flight controls had continuity the condition of the propeller indicated the aircraft was producing power at the time of impact. The right wing tip leading edge, showed signs of impact from the tree.

I received the Sheriff's report and press release and turned the information over to Inspector Christina Grabill who is the FAAIIC.

I spoke with Courtney Liedler at the NTSB and provided my statement, photos, Sheriff's reports, and data that was collected.

Inspector Name:
Tony L. Will
FAA Principal Inspector

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Signature:

Date: 4/10/2018