

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: N459TA - NTSB Form 6120.1
Date: Thursday, July 25, 2019 12:12:31
Attachments: [inspector statement N459TA.docx](#)
[image2018-06-15-104410.pdf](#)

Mike,

The sheriff photos show Carb heat was ON.

I understand Max gross weight for an R44 is 2500

We do not know the exact fuel on board I was told by the pilot the Aux tank was ¼ full and they added 5 gallons to the Main.

The total weight at the time of the accident was at least 2200lbs.

The density altitude was 1446

The pilot stated he flew over highline wires then made the teardrop turn.

I don't know the altitude he was at when he started having problems.

Regards,

Tony L. Will
Aviation Safety
Des Moines FSDO
Principal Avionics Inspector
[REDACTED]

From: Newhall, Michael (FAA) [REDACTED]
Sent: Thursday, July 25, 2019 11:33 AM
To: Will, Tony (FAA) [REDACTED]
Subject: FW: N459TA - NTSB Form 6120.1

Michael Newhall
Aviation Safety
Principal Inspector Des Moines IA FSDO CE-01
Phone: [REDACTED]

From: Hodges Michael [REDACTED]
Sent: Thursday, July 25, 2019 11:00 AM
To: Newhall, Michael (FAA) [REDACTED]

Subject: N459TA - NTSB Form 6120.1

Mike,

Attached is a copy of the NTSB Form 6120.1 that the pilot submitted to me yesterday.

Mike

Mike J. Hodges, MS, AHP
Air Safety Investigator
Central Regional Office - Colorado
Office of Aviation Safety
National Transportation Safety Board

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Response Operations Center (24/7): 1-844-373-9922

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"From tragedy we draw knowledge to improve the safety of us all."

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INSPECTOR STATEMENT

PILOT NAME:
Jason Hurtt

Narrative Statement:

July 22, 2019 inspector Newhall and I inspected the wreckage of N459TA in Cherokee Iowa. The aircraft was recovered from the accident site the day before. We removed spark plug and they showed signs of use but no deformities noted. All cylinders of the engine had compression. The magnetos produced spark at the plugs. There was no fuel in either fuel tank but there was signs that fuel did leak out of the tanks.

Interviewed the Pilot he stated due to the terrain and wires at this field location he used teardrop turns instead of standard ag turns that he would normally use. He stated that he experienced low rotor RPM and the warning horn was active, he lowered the collective to try to gain airspeed but was too low in altitude to recover. Just prior to impact he did pull full collect input. He stated the there was no forward momentum at impact.

The tail rotor was damaged and the shaft was sheared indicating the tail rotor was rotating. The shaft was not twisted as much as it was torn. This could be a result of low power at the time of impact. The helicopter came to rest on its left side. The Main Rotor blades were damaged but still intact until being cut for transport.

Location of the crash about 5 miles west of Ida Grove, Iowa

42°20'37.98"N

95°32'17.34"W

Inspector Name:
Tony L. Will

Work Address:

[REDACTED]

Work Phone:

[REDACTED]

Signature:

Date:

7/23/2019

From: [REDACTED]
To: [REDACTED]
Subject: RE: N459TA (Robinson R-44) Accident - 7/21/2019 Ida Grove, IA
Date: Wednesday, July 24, 2019 06:53:28

Mike

We verified continuity of airframe and engine controls. We removed the engine spark plugs and verified the engine had compression, spark, and fuel. The pilot did not report any engine issue. I will be in the office today until 2:30 central time. Give me a call when you get in.

Thanks

Michael Newhall

Aviation Safety

Principal Inspector Des Moines IA FSDO CE-01

Phone: [REDACTED]

From: Hodges Michael [REDACTED]
Sent: Tuesday, July 23, 2019 6:31 PM
To: Newhall, Michael (FAA) [REDACTED]
Subject: N459TA (Robinson R-44) Accident - 7/21/2019 Ida Grove, IA

Hi Mike,

Hope you are doing well.

I understand that you are assigned the accident with N459TA (Robinson R-44 – Part 137 flight) that occurred on 7/21/2019 near Ida Grove, IA.

CEN19LA230 is the NTSB case number.

Have you heard any updates on what is going on with the airframe and engine? Just wanted to ask, since this sounds like a good candidate for an examination.

Thanks.

Mike

Mike J. Hodges, MS, AHP
Air Safety Investigator
Central Regional Office - Colorado
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From: Lance Anderson [REDACTED]
Sent: Monday, July 22, 2019 8:16 PM
To: Will, Tony (FAA) [REDACTED]
Subject: 459TA

Tony,

Below is my statement. If you need my signature on it let me know.

Thanks, Lance

On 7/21/19 at approximately 0930 hrs, I was notified via telephone from Darwin Blackmore (witness) that my helicopter 459TA had crash landed into a bean field to the west of his house. He advised my pilot Jason Hurtt appeared to be ok and was standing with him. He then gave me his address and I drove my pickup and trailer to the location. Once I had arrived the Ida County Sheriff's department was already on scene. We gathered our thoughts, said some prayers and then put a plan together on recovery of the helicopter. Jason called the NTSB to report the accident, got the instructions from them on what to do next. Once they had cleared us to move the aircraft we used a loader tractor and picked up the helicopter and loaded it on a trailer for transportation to my hanger at Cherokee Iowa.

Approximately 15 minutes prior to the accident, I loaded the helicopter with 30 gallons of water, 105 oz of AFrame fungicide, along with 5 gallons of 100LL fuel on my 5th wheel load trailer approximately 2 miles directly south east of the Ida Grove airport. I was then en route to the next place to set up a landing zone for Jason to land on my trailer.

Since the accident, I have contacted the local DNR field office to report the chemical spill.

Lance Anderson

Lance Anderson - Agent

Agnew & Soseman Agency

[REDACTED]
Holstein, IA 51025

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