

From: [REDACTED]
To: [REDACTED]
Subject: FW: Accident Statement N98LA
Date: Friday, August 21, 2020 8:43:06 AM

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Corey Adcock, Pilot statement.

Best Regards,

Patrick T. Blaskovich
Aviation Safety
APMI, Flight Program Oversight CMU
(O) [REDACTED]
(C) [REDACTED]

From: Corey Adcock [REDACTED]
Sent: Friday, August 21, 2020 9:39 AM
To: Blaskovich, Patrick (FAA) [REDACTED]
Subject: Accident Statement

On Saturday August 8th, 2020 I was crop dusting a corn field in a Robinson R44 Raven 2 helicopter, N89LA in Logan, IA around 7:00pm central time. The field was being assisted by another Robinson R44 helicopter N212JB piloted by Derrick Chapparo and tended by a sole chemical truck managed by James Volz. Shortly after being loaded by James off the truck I set up on the field working from the West towards the East, from the Northside downward the South, as this would have the best combination for efficiency and safety. After setup I sprayed a line or two and about on the 3rd turn I rolled out on my line without any issues. On line I began to dive into the field and began to add power in the collective to increase speed. Almost immediately upon increasing power in the collective the helicopter made a "pop" noise, the helicopter yawed violently, the engine rpm increased, and rotor rpm decreased causing the low rotor rpm horn and light to sound and illuminate. Without delay I lowered the collective, entered pedal correction, and slightly pitched the nose back without bleeding much airspeed off. The helicopter continued to glide forward and descended down toward the corn field. I began a gradual flare and as the helicopter began to settle I increased the flare and shortly after contacted a terrace in the field.

Corey Adcock
[REDACTED]

From: [REDACTED]
To: [REDACTED]
Subject: N89LA part137 crash 8/8/2020
Date: Monday, August 10, 2020 3:13:38 PM

On 8/8/2020 approximately 1830hrs. Corey and I were starting to spray a 380acre field. We setup the field and I started to spray the North edge of the field working South to meet Corey in the middle. I sprayed my load which took approximately 10 minutes at this time I was looking for Corey just to make sure he also wasn't going to the truck. I did not see him and I took a load of chemical and then came on the comms and said I was taking off the truck, he did not respond. I started to spray my second load and also started to look for him in the air. I did not see him so I thought at this point he landed and was just using the bathroom. About 5-10 minutes of that load is when I started to get worried cause he still wasn't responding on the radio. During that time I was making a pass on the field and I noticed a MR blade sticking up from corn and I did a quick stop and noticed Corey was climbing out of N89LA he had blood on his face and clothes. There was nowhere for me to land to check on him so I went to our load truck and picked up our loader (James Volz). I flew him back to the sight and landed the skids on the terrace where the crash site is at. He climbed out to check on Corey and I went back to the truck to take my front doors out of the back seat (which is where I place them when I spray). After I dropped the doors off I flew back to the crash site to pick up James and Corey. I then picked up and started to fly to the nearest hospital, while en route my low level fuel light flickered at that point I picked a landing spot in an alfalfa field and landed to call 911 and shut my helicopter off. I asked Corey what happened and he said he was on his line making a pass in the field when the engine started to run away (rev up) and he started to sink. He said he then immediately started to flare while trying to roll back the engine. He said while flaring the helicopter still was sinking and at that point he hit the ground. The crash site has the chemical tank and skids on the West side of the terrace (terrace runs North and South) and the helicopter was on the East side of the terrace laying on the pilot side.

Wind at that time was approximately 9mph out of the SSE, temp approximately 75°.

If you have anymore questions please feel free to call me, Thanks.
Derrick Chaparro
[REDACTED]

I certify that **Mr. Corey Adcock**, holder of Pilot Certificate Number [REDACTED] has satisfactorily completed the Flight Review required by FAR Part 61.56 and SFAR 73, Section 2 (c)(1) and (3) on 6/6/19.

Brian Dewees

CFI: [REDACTED]

EXP: 3/31/21

R-22

I certify that Mr. Corey Adcock, holder of Pilot Certificate Number [REDACTED] has satisfactorily completed the Flight Review required by FAR Part 61.56 and SFAR 73, Section 2 (c)(2) and (3) on 6/6/19.

Brian Dewees

CFI: [REDACTED]

EXP: 3/31/21

R-44

PILOT EXPERIENCE FORM

(This is a legal document, so please ensure accuracy)

Named Insured: Cedar Ridge Aviation, LLC

Does below pilot have an ownership interest in the above Named Insured entity? Yes ☐ No ☒

PILOT'S FULL LEGAL NAME: (Last, First Middle, Full Last) Corey James Adcock

Street Address: [REDACTED]

State and Zip Code: Victoria, Texas 77904

Phone No. (Work): _____ (Work Fax) _____

(Home): _____ (Home Fax) _____

Cell Phone: [REDACTED] (Pager) _____

Email Address: [REDACTED]

Date of Birth: [REDACTED]

Marital Status: single # of Children: 2

Occupation: Pilot

Employment Status: ☐ Employee of Named Insured ☒ Contract Pilot

Employer and Duration: _____

Pilot's Certificate No.: [REDACTED]

OPA Membership No.: [REDACTED]

Auto Driver's Lic. No.: [REDACTED] State: TX

CERTIFICATES and RATINGS

Student ☐	Instrument Rating ☒
Private ☐	Multi-Engine Land ☐
Commercial ☒	Helicopter ☒
ATP ☐	Glider ☐
Instructor ☐	Balloon ☐
Airplane SES ☒	Airplane MES ☐
Other (Specify): _____	

Type Ratings: _____

Medical Date: 2-12-2019

Medical Class: 2nd

Last BFR Date: 05-21-19

IPC/ICC Date: _____

Coverage may be invalidated if the pilot of the insured aircraft does not comply with medical certificate and pilot proficiency regulations as mandated by the FAA and/or your insurance company.

LOGGED PILOT HOURS

TOTAL TIME: 2800

Total PIC Time: 2650

Single Engine Fixed Tri-Gear: 50

Single Engine Retractable Gear: 250

Conventional Gear (Tail Dragger): _____

Engine Under 12,500# Gross: _____

Engine Over 12,500# Gross: _____

Airplane Single Engine Sea: _____

Airplane Multi-Engine Sea: _____

ME times should include ALL reciprocating, turbine jet and turbine propeller aircraft.

Total PIC Turbine Prop: _____ SIC: _____

Total PIC Turbine Jet/Fan: _____ SIC: _____

Helicopter - Reciprocating Engine: 1350

Helicopter - Turbine Powered: 1200

Total Hours in Last 90 Days: 250

Total Hours in Last 12 Months: 350

Instrument Flying Total: Actual: 20

Simulated: 60

Total Alaska Flying Time: _____

APPLICANT REQUESTS APPROVAL in the FOLLOWING MAKE & MODEL of AIRCRAFT

Model Aircraft to be Insured: (Only list hrs in THIS model)	Logged Pilot Hours in <u>Make/Model</u> Total	Last 12 Months	Have you ever received Formal School Training in this Aircraft? If Yes. Please specify; SimCom, FSI, Ann. Flight Review (Attach Copy of Compl. Cert.)
<u>Boeing 244</u>	<u>150</u>	<u>30</u>	No ☐ Yes ☒ Where?/When? <u>Aper Helicopters</u> Date: <u>6/2011</u>
			No ☐ Yes ☐ Where?/When? _____ Date: _____

EXPLAIN ANY "YES" ANSWERS ON THE REVERSE SIDE.

Do you hold a Pro Card in the make and model from the appropriate training facility (e.g. FlightSafety, SIMCOM or SimuFlite)? Yes ☐ No ☒

Do you Participate in FAA Pilot Proficiency Award Program? Yes ☐ No ☒

If yes, Check the highest Phase completed: ☐ I ☐ II ☐ III ☐ IV ☐ V If higher, please specify: _____

For what type of aircraft: _____

Use list Refresher/Transition Courses on Reverse Side. Describe and give dates of last course attended: _____

Are you flying under a waiver? Yes ☐ No ☒

Have you ever been penalized for an FAR violation? Yes ☐ No ☒

Have you ever had an Aircraft Accident/Incident or Violation? Yes ☐ No ☒

Has any insurance company or underwriter cancelled, declined or refused to renew any insurance on your behalf? Yes ☐ No ☒

Have you ever been convicted of driving a motor vehicle under the influence of alcohol or narcotics, or of reckless driving? Yes ☐ No ☒

Has your driver's license ever been suspended or revoked or ever been convicted of any felony? Yes ☐ No ☒

Have you ever been convicted of or are you under indictment in a legal action involving drugs or narcotics? Yes ☐ No ☒

I warrant the truth of the above statements and further WARRANT that no material information has been withheld or suppressed.

8-2-19

Pilot's Signature: [REDACTED]

WARNING: IT IS UNLAWFUL TO KNOWINGLY PROVIDE FALSE, INCOMPLETE, OR MISLEADING FACTS OR INFORMATION TO AN INSURANCE COMPANY FOR THE PURPOSE OF DEFRAUDING OR TO DEFRAUD THE COMPANY. PENALTIES MAY INCLUDE IMPRISONMENT, FINES, DENIAL OF INSURANCE AND CIVIL DAMAGES.

IMPORTANT: COMPLETE ALL ITEMS, SIGN/DATE and RETURN TO AIRSURE LIMITED.