

Douglas County Sheriff's Office

CASE NUMBER: 20009311

INCIDENT: Aircraft Accident

DATE/TIME: 08/15/2020 at 1306

LOCATION: [REDACTED] – Brandon TWP

COMPLAINANT: Paul Charles Erickson DOB: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

PASSENGER: Alicia Allison Erickson DOB: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

MENTIONED: Scott Carlson
FISO – Flight Information Safety Officer FAA
[REDACTED]
[REDACTED]

PLANE INVOLVED: 1979 Piper Fixed Single Wing - N2510H
Serial Number: 18-7909197

EVIDENCE: Axon BWC (2)
Axon Fleet (3)
Axon Photograph (42)

OFFICER ASSIGNED: Sergeant Paul Trautman #236

NARRATIVE:

On 08/15/2020 at approximately 1306 hours I deputy Paul Trautman was dispatched to an aircraft crash located near the address of [REDACTED]. Dispatch stated that the complainant was the pilot and that he had crashed and the plane was now starting on fire. Dispatch paged out Brandon Fire department to respond tot the scene as well.

I was the first Law Enforcement unit to arrive on scene. At this time, I noticed that Brandon Fire Department was extinguishing the fire from the aircraft. I made contact with the pilot of the plane Paul Erickson. Paul stated that he was practicing touch and goes at the address of [REDACTED]. This address is a former float plane airstrip. Erickson informed me that Aqua float plane used to own the property and that the driveway which is half gravel and half grass was the airstrip that he was practicing landing and taking off on. Erickson stated that he had planned on flying in his daughter to the address for her wedding which was

Douglas County Sheriff's Office

[REDACTED] [REDACTED]
[REDACTED] [REDACTED]
scheduled to begin at 1500 hours. I should note that driveway is a north south airstrip and that the wind direction at the time of the incident was out of the south.

Erickson told me that he had just landed and had turned around at the southern end of the driveway. He prepared to take off in a northern direction. Erickson stated that after he committed to take off the engine momentarily fluttered but then regained power. He was unable to continue with the takeoff and attempted to land. Because he was near the end of the runway he attempted to land to the right/east to avoid collision with brush/shrubs. Erickson at this time clipped a pole which caused the wing to ignite on fire.

The aircraft came to rest a short distance later. Both Erickson and his passenger/daughter, Alicia immediately exited the plane. I should note that during my conversation with Paul I saw that the hair on his arms and on his head was singed. Erickson stated that Alicia had sustained a small burn to her leg and was being treated by Brandon Fire Department. The inspection of Alicia's leg showed that there was some skin slightly sluffing. I asked dispatch to send North Ambulance to our location to assess Alicia's condition.

At this point I was able to inspect the aircraft. I noticed that it was bearing a tail number of: 2510H. Erickson told me that the plane was a Piper PA-18 Super Cub. The plane's condition was extremely damaged. Most of the plane had melted or burned. Only the tail rudder, frame and engine remained. I photographed the scene and Deputy Bob Peper also photographed the runway. I contacted the FAA Aircraft incident reporting call center. I updated the call taker with information I had regarding the aircraft crash. A short time later I was contacted by FAA representative who was identified as Scott Carlson. He informed me that he would be handling the investigation of the crash. He asked that I take photographs of any instruments or settings that survived the crash. He also stated that he would be responding to the scene on 08/17/2020 to inspect the aircraft. He was given Paul Erickson's contact information. Through Scott Carlson I was informed that there was no need to maintain security on scene and I could clear.

At this point I cleared from the crash. I should note that during my contact with Erickson I did not detect any signs of impairment and I did not notice any odor of alcohol. He appeared to be cognitively aware and there were no obvious indications that he was impaired at the time of the crash.

This report is for informational purposes. Investigation has been turned over to the FAA and the NTSP.
End Report.

STATUS:

- ☐ Patrol Continuing Investigation
☐ Inactive Pending Additional Info
☒ Case Closed – No Further Action
☐ Forwarded to Investigations: ☐ for Information ☐ for Follow Up

Sergeant Paul Trautman #236
Douglas County Sheriff's Office

Transcribed by 244NM 081720