

Williams Shaun

From: Jerell Alexander [REDACTED]
Sent: Tuesday, August 16, 2022 5:41 PM
To: Williams Shaun
Subject: Jerell Alexander N619RB statement

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Sir,

Please see below my statement regarding the wire strike in N619RB.

"I, Jerell Alexander certificate # [REDACTED] was the pilot in command of the R44 N619RB conducting Part 137 approved aerial application to a corn field in Fayette Iowa on 5 August 2022. Operations began at 1045Z with multiple fields in the Fayette area. The aircraft was performing as expected with no mechanical failures or discrepancies observed on that day. The aircraft struck a power line at approximately 1600Z during application in a field while attempting to spray a confined area in the Northerly direction. Visibility was P6SM with clear skies and the winds were out of the SE, approximately 150 at 6 kts.

The 255 acre field was almost completed, with the outstanding small area to be sprayed which was confined by power lines and a residence. After completing a counterclockwise clover turn from West to North at a height above the surrounding power lines (approximately 100'), I established myself in the desired direction and continued descending with a quartering tailwind. Prior to crossing the power line, while approaching heading North, I experienced a gust of wind, a dip in the nose and a loss of altitude. With the rapid effects the aircraft continued forwards and the nose downwards towards the power line. The aircraft unintentionally struck the power line at the lower section of the windshield then the line moved upwards towards the mast. After the strike, the aircraft continued forward with sufficient power for flight. The aircraft then quickly experienced a significant right yawing motion that was not arrested via pedal input, which signified tail rotor failure. The yaw was arrested by a reduction of the collective and maintenance of forward airspeed. The landing was executed using the collective to cushion the aircraft prior to touchdown while maintaining a level flight attitude. The aircraft was landed facing North approximately 200' after the strike.

I did not sustain any bodily damage. The observed aircraft damage included the rotor mast faring, the vertical stabilizer, and the tail rotor. After reporting the incident to the FAA, it was discussed and approval was given by an FAA representative to move the aircraft out of the field. The aircraft was loaded onto a trailer and safely moved to a nearby facility."

Regards,

Jerell Alexander
[REDACTED]