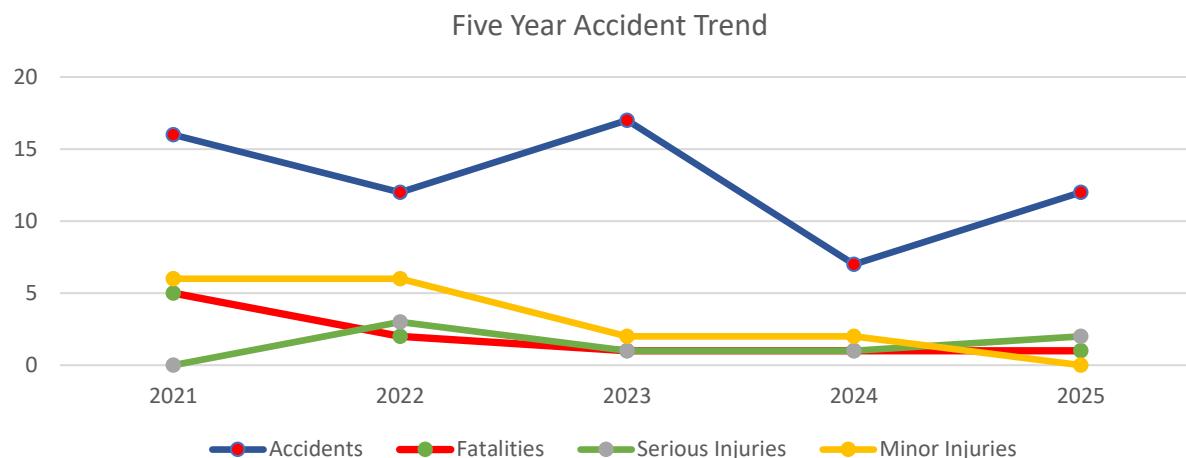


2025 Iowa Aviation Accident Summary



Overall Summary

There were twelve aviation accidents with one fatality in the state of Iowa from January 1, 2025, to December 31, 2025. The state has averaged 12 accidents per year over the last nine years.

Here's what we know:

- 7 accidents, including 1 fatality, occurred during Part 91 flight operations. One of these accidents involved two aircraft; five accidents and no fatalities occurred during Part 137 aerial application operations.
- There was one fatality, and two serious injuries reported.
- 10 of the 12 accidents were under visual meteorological conditions. Weather conditions for the other two accidents are not reported.
- All 12 accidents occurred during daytime.
- The aircraft included 10 fixed wing airplanes, two helicopters, and one drone.
- 5 accidents occurred within the airport environment, with 3 of those accidents at private owned, private use airports.

Fatalities Summary

One flight involved a single fatality with a North American T-28B airplane near Monticello, IA. The pilot reported a loss of power and attempted an emergency landing in a bean field. The airplane came to rest inverted.

Summary of Accidents in the Airport Environment

There were five aviation accidents that occurred within the airport environment in 2025. Four accidents occurred during the landing phase of flight and one during takeoff. Here's a review of the accidents as shown in NTSB reports:

- At the Husband Field Airport, Dallas Center: The pilot was conducting his first flight after he purchased and reassembled the light sport airplane. He intended to fly to a nearby grass airstrip to practice touch-and-go landings. He reported the wind was calm during the takeoff and cruise portions of the flight. During final approach to the private airstrip, about 30 ft above the ground and 200 ft short of the airstrip, a wind gust from the right caused the airplane to roll left. The pilot increased engine power and attempted to level the airplane's wings, but the left wing impacted the ground, and the airplane spun to stop short of the runway. The aircraft sustained substantial damage. The pilot had no reported injuries.
- At the Tonner Field Airport, Beaman: The pilot reported that he had completed an agricultural spray operation and was returning to land. He stated that the airplane got too low on the approach and descended into the soybean crop off the approach end of the runway. The airplane impacted the end of the private airstrip and the landing gear collapsed. The aircraft sustained substantial damage. The pilot had no reported injuries.
- At the Lamoni Municipal Airport: The pilot reported after takeoff, he flew the airplane above the runway in ground effect; however, the airplane settled back to the runway. The pilot stated that he was uncomfortable continuing the takeoff, so he aborted the takeoff by applying brakes and reducing engine power. To avoid nosing the airplane over and locking the tailwheel, he abruptly pulled back on the control stick. The airplane ballooned upward and came back down hard on the runway. The aircraft came to rest in a ditch at the end of the runway. The wings and fuselage sustained substantial damage. The pilot had no reported injuries.
- At the Spotts Field Airport, Nora Springs: During the landing phase of the flight at the private airstrip, the aircraft landed on runway 9/27 and overran into a field. The aircraft sustained substantial damage. No injuries were reported.
- At the Muscatine Municipal Airport: a Cessna TU206F (Turbo Stationair) and a Hawker Beechcraft Corp B300 (King Air) were substantially damaged when they collided. According to the pilot of TU206F, before crossing runway 06/24, he visually cleared the runway of any traffic. He then made a radio call on the common traffic advisory frequency stating that he was crossing runway 06/24 at taxiway Bravo. He stated that he did not hear any radio transmissions from the B300 before the accident. According to the pilot of the B300, he was conducting a simulated single-engine approach for the ILS runway 24. He reported that he made a radio call on the common traffic advisory frequency after passing the final approach fix, and on short final to runway 24. During the landing roll, he saw an airplane taxiing across the runway from left to right. He attempted to avoid colliding with the TU206F by veering left. The pilot stated that he did not hear the TU206F make a radio call before crossing the runway. The B300 impacted the empennage of the TU206F with its right wing at the intersection of runway 24 and taxiway B. The pilot and passenger of the TU206F were not injured, and the pilot, check airman, and FAA observer of the B300 were also not injured.

Summary of Accidents Off Airport

There were seven aviation accidents that occurred in 2025 away from the airport environment. Four of the accidents happened at low altitudes while conducting aerial applications under Part 137. Here's a review of the accidents we know about:

- Maynard: The pilot stated that he had been conducting spray operations for about 50 minutes. The helicopter was about 5 to 10 ft above the corn when, during a turn, the turbine engine flamed out. He stated that he immediately lowered the collective and applied aft cyclic to gain altitude. The pilot then executed a forced landing in the corn field, which resulted in the separation of the helicopter's tail boom.
- Walcott: The pilot reported that he was conducting an aerial application spray pass when the airplane made contact with the crop which pulled the airplane down. The airplane struck the ground. The left wing of the airplane was substantially damaged.
- Akron: After several spray passes, the pilot maneuvered the airplane to turn for another spray pass to the north, when the engine sustained a total loss of power. The pilot reported the total loss of engine power occurred about 70 ft above ground level, and the engine "sounded like it exploded." Directly in the airplane's flight path was a house and a church, so the pilot decided not to perform an emergency hopper dump to prevent possible chemical exposure to any ground personnel. The pilot maneuvered the airplane to a nearby soybean field to perform the forced landing. During the landing roll, the main landing gear dug into the wet ground and the airplane nosed over. The pilot egressed from the inverted airplane through a fractured window. The pilot then walked to a nearby home for assistance. The airplane sustained substantial damage to both wings, the fuselage, and the empennage. The pilot had serious injuries.
- Depew: After the pilot completed the preflight of the quadcopter style unmanned aircraft system (UAS), he backed away from the UAS and initiated takeoff. As the UAS began to take off, the pilot walked back towards the UAS to retrieve old batteries. As he bent over to pick up the batteries, he sensed the UAS was too close to him, and he raised his hands to shield his face. The UAS rotor blade contacted his hand resulting in a serious injury.
- Winterset: The pilot reported the aircraft experienced engine issues and attempted an emergency landing in a field. Upon landing, the aircraft flipped over. No injuries were reported.
- Cottonville: The pilot reported that during cruise flight he noticed an increase in engine rpm. He attempted to increase the pitch of the propeller to decrease engine rpm, but there was no response from the engine. The pilot declared an emergency with air traffic control and was cleared to descend and to proceed to the Dubuque Regional Airport. The pilot stated he heard a sound similar to an engine misfire and the engine immediately shook "violently" and ran rough as the airplane started descending rapidly. The pilot noticed the engine oil pressure gauge had dropped to zero. The pilot executed a forced landing to a road. During the rollout, the left wing struck the shoulder of the road, the airplane departed the roadway and impacted a barbed wire fence. The airplane sustained substantial damage to the right-wing strut, right horizontal stabilizer, and the fuselage.