



# Federal Aviation Administration

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## Memorandum

Date: July 20, 2020

To: Thomas Vidamour, ATL FSDO Manager

From: ASO ATL FSDO 11

Prepared by: Steven Davidson, Avionics Inspector

Subject: N4032L Accident Investigation ATQA# ASO1120049/NTSB# ERA20LA232

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On June 27, 2020, at approximately 1800 Eastern Daylight Time, a 1999 Ayers Corporation S2R-T34, N4032L, sustained major damaged during an aborted takeoff on a private airstrip 5 miles west of Perry, Georgia. There was one person on board with no injuries. Visual meteorological conditions prevailed, and no flight plan was filed. This was a commercial flight being conducted under the provisions of Title 14 Code of Federal Regulations Part 137.

The Pilot in Command (PIC) is the owner/operator of Houston Crop Service, Inc., located at [REDACTED] Perry, Georgia [REDACTED]. This is a Title 14 CFR Part 137 agricultural business with certificate number FWPG080E. The PIC stated that the accident occurred during his first flight that day on June 27, 2020, at 1800 EDT. The runway at his airstrip consisted of 1,400 ft. of pavement, 600 ft. of grass, and beyond that open field with crop for 4,000 ft. At the time of the accident the aircraft was carrying a spray load that consisted of 5 gallons of Miravis Top Fungicide mixed with 320 gallons of water. The purpose of this flight was to spray a nearby pecan orchard. The PIC stated that he performed a preflight inspection of the airplane and reported no discrepancies. He initiated taxi at 1800, and while taxiing out, performed a check of the flight controls, adding there were no discrepancies and the gust lock were free. He also performed an engine run-up before departure with no discrepancies noted. He initiated takeoff and when the flight was 20 ft. above ground level, he noted the airplane was right wing low. He applied left aileron control input but noted the control did not move and also applied right aileron control input but it wouldn't move to the right either. He aborted the takeoff and thought about dumping the load of chemical but did not. The airplane touched down on the grass portion of his runway and reported the airplane bounced three times. On the third bounce he reported both main landing gears collapsed. The airplane slid into the field and came to rest upright. He was not injured and was wearing the four-point restraint. He added that the cockpit was in perfect condition.

On June 27, 2020 an FAA Inspector from the Atlanta FSDO arrived on scene approximately one hour after the accident occurred and was my met by members of the local law enforcement and Perry, Georgia Fire Department. The PIC was treated on scene and released with no known injuries. An examination of the aircraft reveled major damage to both wings, left and right main

landing gears and major structural damage to the bottom of the fuselage. Due to the extensive amount of chemical covering the aircraft and ground, the decision was made to transport the aircraft to a secure hangar located nearby and reevaluate the damage at that time. On Monday June 29, 2020 a full examination of the aircraft flight control system was conducted to determine the cause of the lack of flight control input on takeoff. The results of the evaluation were inconclusive as there were no identified obstructions or issues identified with the flight control system. No further evaluation was conducted.

A review of the aircraft maintenance records showed that an Annual Inspection had been performed in March 2020 with an aircraft Total Time of 9579.9 Hrs. No significant issues, repairs or work related to the flight control system was noted. At the time of the accident the aircraft had accumulated 130 Hours for a Total Time of 9,709.9 hours since the last annual. The Annual Inspection was performed by an A&P/IA employed by Ag South Aviation, LLC.

A review of the pilot's credentials showed that the PIC held a commercial pilot certificate with airplane single and multiengine land ratings. He had a current 2<sup>nd</sup> class medical with a limitation "Must wear corrective lenses" which were worn. Further evaluation showed that pilot has accumulated 25,000 hours of total flight time with no prior violations.