



## RECORD OF CONVERSATION

**Timothy W. Monville**  
**Sr. Air Safety Investigator**  
**Eastern Region**

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**Date: June 30, 2020**  
**Person Contacted: Robert "Frank" Franklin Bledsoe**  
**NTSB Accident Number: ERA20LA232**

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### Narrative:

Mr. Robert "Frank" Franklin Bledsoe was contacted by phone on June 30, 2020, at 1257 EDT. He was called at [REDACTED]. He provided an e-mail address of [REDACTED].

At the beginning of the interview he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He indicated that he had owned the airplane since 1999 when he bought it new. He did have on-board SATLOC GPS receiver, but that was only on when he was actively spraying. He believed the aileron flight control system was cable controlled but deferred to the FAA inspector. The airplane's last annual inspection was performed in March 2020. Since then, he had operated it about 130 hours with no issues, repairs, or work related to the aileron flight control system. The ailerons were boosted by a servo that was not pilot controlled. At the time of the accident, he reported the airplane total time was 9,709.9 hours. The annual inspection was performed by Nate Trawick who is an A&P/IA with Ag South Aviation, LLC, whose address is [REDACTED] Arlington, GA [REDACTED]. His cell phone is [REDACTED].

He provided a pilot certificate of [REDACTED]. He holds a commercial pilot certificate with airplane single and multiengine land ratings. He has been performing aerial application for 50+ years. He holds a 2<sup>nd</sup> class medical certificate with a limitation, "must wear corrective lenses" which were worn. He has about 25,000 hours total time. He was asked if he had any previous accidents or incidents and reported that other than a wire strike, he had not.

His business is called Houston Crop Service, Inc., located at [REDACTED] Perry, Georgia [REDACTED]. He did not have his 137 aerial application certificate memorized. His own airstrip was located at his business address.

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.

With respect to the accident flight his spray load consisted of 5 gallons of Miravis Top Fungicide mixed with 320 gallons of water. He intended to spray pecan trees.

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.

The FAA inspector arrived at the accident site on the night of the accident. The airplane was recovered on June 28, 2020, and taken to his hangar where it was secured pending examination by the FAA, which occurred on June 30, 2020.

Mr. Bledsoe contacted NTSB on July 1, 2020, at 0826 EDT, from the same number and clarified the proper spelling of the fungicide. During the call he was also asked whether there was any problem with the engine, and he advised there was not, adding that it was "making power."

The digest was e-mailed to him for review on June 30, 2020. He replied verbally on July 1, 2020, at 0826 EDT, with comments that were incorporated into the narrative. The corrected digest was e-mailed to him on July 1, 2020.