



# Aviation Investigation Final Report

<b>Location:</b>	Vienna, Georgia	<b>Accident Number:</b>	ERA21LA167
<b>Date &amp; Time:</b>	March 31, 2021, 15:30 Local	<b>Registration:</b>	N3299X
<b>Aircraft:</b>	AYRES CORPORATION S2R-G6	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>	Runway excursion	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

The pilot reported that he was taking off from his private airstrip with a left quartering tailwind for an aerial application flight. Due to payload and wind conditions, flying airspeed was not attained prior to his anticipated liftoff point. The nose of the airplane began to veer to the left, and he attempted to correct the drift. He passed his decision point and attempted to avoid a ditch in his path. The airplane impacted the northern bank of the ditch, shearing off the landing gear and damaging the propeller and spray system. After the airplane came to rest, the pilot egressed and a postaccident fire destroyed the wreckage. The pilot reported no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s improper decision to attempt a takeoff with a quartering tailwind and his failure to reject the takeoff in a timely manner, which resulted in a runway excursion.

## Findings

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<b>Aircraft</b>	Airspeed - Not attained/maintained
<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Personnel issues</b>	Lack of action - Pilot
<b>Environmental issues</b>	Tailwind - Contributed to outcome

## Factual Information

### History of Flight

<b>Takeoff</b>	Runway excursion (Defining event)
<b>Takeoff</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	67, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Single
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	July 1, 2020
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	22414 hours (Total, all aircraft), 4479 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AYRES CORPORATION	<b>Registration:</b>	N3299X
<b>Model/Series:</b>	S2R-G6	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1996	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	G6-134
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	March 7, 2021 Annual	<b>Certified Max Gross Wt.:</b>	6000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Turbo prop
<b>Airframe Total Time:</b>	5171 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Honeywell
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	TPE331-6
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	715
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	Agricultural aircraft (137)
<b>Operator Does Business As:</b>	On file	<b>Operator Designator Code:</b>	6HDG

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ACJ,468 ft msl	<b>Distance from Accident Site:</b>	23 Nautical Miles
<b>Observation Time:</b>	15:55 Local	<b>Direction from Accident Site:</b>	275°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 4000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots / 16 knots	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	240°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.02 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 17°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Vienna, GA	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Vienna, GA	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Private N/A	<b>Runway Surface Type:</b>	Asphalt;Grass/turf
<b>Airport Elevation:</b>	349 ft msl	<b>Runway Surface Condition:</b>	Dry;Rough
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2900 ft / 65 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	32.0917,-83.733(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Ralph
<b>Additional Participating Persons:</b>	Mike Pupek; FAA/FSDO; Atlanta, GA
<b>Original Publish Date:</b>	August 20, 2021
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=102846">https://data.nts.gov/Docket?ProjectID=102846</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).