



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Marysville, California	Accident Number:	WPR18CA146
Date & Time:	May 22, 2018, 16:30 Local	Registration:	N32064
Aircraft:	AYRES CORPORATION S2R G10	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The commercial pilot reported that he had been applying rice seed to a field throughout the day and was returning to land on a dirt airstrip. During the approach, the airplane encountered a downdraft, and the right main landing gear (MLG) impacted the top of a seed dispensing truck that was positioned near the approach end of the airstrip. The pilot continued the landing, and upon touchdown, the right MLG collapsed, the airplane veered right, crossed over a ditch, and then came to rest in a field.

The airplane sustained substantial damage to the right MLG attachment point to the fuselage.

The pilot reported that there were no mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The pilot landed to the north and reported that the wind was gusting to about 8 to 15 knots.

Probable Cause and Findings

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

The pilot's failure to maintain clearance from a truck while on final approach after the airplane encountered a downdraft, which resulted in the subsequent failure of the right main landing gear and loss of directional control.

Findings

Personnel issues	Monitoring environment - Pilot
Environmental issues	Ground vehicle - Effect on operation
Aircraft	Directional control - Not attained/maintained
Environmental issues	Downdraft - Effect on operation

Factual Information

History of Flight

Approach	Other weather encounter
Approach	Collision during takeoff/land (Defining event)
Landing	Landing gear collapse
Landing	Loss of control on ground
Landing	Runway excursion

Pilot Information

Certificate:	Commercial	Age:	65, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	January 24, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 25, 2017
Flight Time:	25000 hours (Total, all aircraft), 12000 hours (Total, this make and model), 25000 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AYRES CORPORATION	Registration:	N32064
Model/Series:	S2R G10 G10	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	None	Serial Number:	G10-113
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:		Engine Manufacturer:	Garrett
ELT:	Not installed	Engine Model/Series:	Tup-331-10-
Registered Owner:		Rated Power:	740 Horsepower
Operator:	On file	Operating Certificate(s) Held:	Agricultural aircraft (137)
Operator Does Business As:	Faunce Air LLC	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KBAB, 116 ft msl	Distance from Accident Site:	113 Nautical Miles
Observation Time:	23:58 Local	Direction from Accident Site:	152°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.73 inches Hg	Temperature/Dew Point:	27°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Yuba City, CA (O52)	Type of Flight Plan Filed:	None
Destination:	Marysville, CA	Type of Clearance:	None
Departure Time:	09:00 Local	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.290554,-121.532218(est)

Administrative Information

Investigator In Charge (IIC):	Salazar, Fabian
Additional Participating Persons:	Craig Miller; FAA FSDO; Sacramento , CA
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97318

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).