



# Aviation Investigation Final Report

<b>Location:</b>	Hermiston, Oregon	<b>Accident Number:</b>	GAA19CA185
<b>Date &amp; Time:</b>	March 28, 2019, 14:53 Local	<b>Registration:</b>	N4250X
<b>Aircraft:</b>	Rockwell S 2R	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Miscellaneous/other	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

The pilot reported that, after completing an agricultural application flight, he returned to the airport. He added that, on final, he added flaps and became distracted by a spray handle that became open due to vibration. He took his hand off the control stick to close the spray handle, but because the airplane was improperly trimmed, the airplane pitched down severely. He pitched the nose up to about level, but the main landing gear struck the ground. The airplane bounced and impacted an irrigation system, the right main landing gear separated, and the airplane spun around before coming to rest.

The airplane sustained substantial damage to both wings, the fuselage, and the empennage.

The pilot reported that there were 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 distraction due to a spray handle opening and his improper pitch trim setting during final approach, which resulted in an excessive pitchdown when he took his hand off the controls to close the handle.

## Findings

<b>Aircraft</b>	Pitch control - Not attained/maintained
<b>Aircraft</b>	Elevator tab control system - Incorrect use/operation
<b>Personnel issues</b>	Use of equip/system - Pilot
<b>Personnel issues</b>	Attention - Pilot

## Factual Information

### History of Flight

Approach-VFR pattern final	Miscellaneous/other (Defining event)
Approach-VFR pattern final	Attempted remediation/recovery
Approach-VFR pattern final	Collision with terr/obj (non-CFIT)
Approach-VFR pattern final	Part(s) separation from AC

### Pilot Information

Certificate:	Commercial	Age:	60,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	4-point
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:	February 28, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 29, 2018
Flight Time:	(Estimated) 12744 hours (Total, all aircraft), 11749 hours (Total, this make and model), 12633 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Rockwell	<b>Registration:</b>	N4250X
<b>Model/Series:</b>	S 2R No Series	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1974	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	2030R
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	March 15, 2019 Annual	<b>Certified Max Gross Wt.:</b>	9200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Turbo prop
<b>Airframe Total Time:</b>	19154.9 Hrs as of last inspection	<b>Engine Manufacturer:</b>	GE Aviation
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	M601E-11
<b>Registered Owner:</b>		<b>Rated Power:</b>	751 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	Agricultural aircraft (137)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KHRI, 641 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	21:53 Local	<b>Direction from Accident Site:</b>	67°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.11 inches Hg	<b>Temperature/Dew Point:</b>	15°C / 2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Hermiston, OR (HRI )	<b>Type of Flight Plan Filed:</b>	Unknown
<b>Destination:</b>	Hermiston, OR (HRI )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:21 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	HERMISTON MUNI HRI	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	644 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	05	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4501 ft / 75 ft	<b>VFR Approach/Landing:</b>	Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	45.819999,-119.28083(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Benhoff, Kathryn
<b>Additional Participating Persons:</b>	Kevin Marpert; FAA; Portland, OR
<b>Original Publish Date:</b>	November 6, 2019
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=99194">https://data.nts.gov/Docket?ProjectID=99194</a>

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