



Aviation Investigation Final Report

Location:	Pantego, North Carolina	Accident Number:	GAA18CA410
Date & Time:	July 1, 2018, 09:30 Local	Registration:	N3098L
Aircraft:	Ayres S2R	Aircraft Damage:	Substantial
Defining Event:	Landing area undershoot	Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

According to the owner of the agricultural application airplane, the commercial pilot was performing a simulated agricultural application flight with about 70 gallons of water in the hopper. After spraying water on the fields next to the private runway, during landing, the airplane touched down short of the runway. The main landing gear (MLG) struck a ditch, and the right MLG separated.

The airplane sustained substantial damage to the lower fuselage.

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

The owner added that, before the flight, the pilot had accumulated 0.3 hour of total flight experience in the airplane.

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 the proper approach path during landing, which resulted in landing short of the runway.

Findings

Aircraft	Descent/approach/glide path - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Personnel issues	Total experience - Pilot

Factual Information

History of Flight

Landing	Landing area undershoot (Defining event)
Landing-flare/touchdown	Collision with terr/obj (non-CFIT)
Landing-flare/touchdown	Part(s) separation from AC

Pilot Information

Certificate:	Commercial; Private	Age:	43, 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 Without waivers/limitations	Last FAA Medical Exam:	February 26, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 9, 2018
Flight Time:	(Estimated) 615 hours (Total, all aircraft), 0.3 hours (Total, this make and model), 450 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Ayres	Registration:	N3098L
Model/Series:	S2R 15	Aircraft Category:	Airplane
Year of Manufacture:	1990	Amateur Built:	
Airworthiness Certificate:	Other; Restricted (Special)	Serial Number:	R1340-021
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:		Engine Manufacturer:	Pratt & Whitney
ELT:		Engine Model/Series:	PT6-27
Registered Owner:		Rated Power:	680 Horsepower
Operator:		Operating Certificate(s) Held:	Agricultural aircraft (137)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KOCW,38 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	13:15 Local	Direction from Accident Site:	260°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	29°C / 24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pantego, NC	Type of Flight Plan Filed:	None
Destination:	Pantego, NC	Type of Clearance:	None
Departure Time:	09:10 Local	Type of Airspace:	Class G

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:	35.607498,-76.778335(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Jerry Toms; FAA; Greensboro, NC
Original Publish Date:	June 10, 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=97727

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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](#).