



Aviation Investigation Final Report

Location:	Paul, Idaho	Accident Number:	WPR23LA211
Date & Time:	June 3, 2023, 10:40 Local	Registration:	N4894X
Aircraft:	ROCKWELL INTERNATIONAL S-2R	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot of the tailwheel equipped airplane reported that during the takeoff roll, the airplane began to drift to the right. He applied left rudder correction; however, the airplane continued to drift right and exited the runway. The airplane continued over a small hill and became airborne. The pilot applied full power to maintain flight, and within a short distance, realized that the airplane was in an unusual attitude. He lowered the airplane's nose, and the airplane contacted the ground. The left main landing gear and spreader separated from the airframe and the airplane came to rest upright, perpendicular to the runway. The left wing and aileron were substantially damaged. The pilot reported that there were no preaccident mechanical malfunctions or failures 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 failure to maintain directional control on the takeoff roll, resulting in a runway excursion.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
Takeoff	Runway excursion

Pilot Information

Certificate:	Commercial	Age:	27,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:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	April 20, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 25, 2022
Flight Time:	(Estimated) 2109 hours (Total, all aircraft), 873 hours (Total, this make and model), 2039 hours (Pilot In Command, all aircraft), 43 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROCKWELL INTERNATIONAL	Registration:	N4894X
Model/Series:	S-2R	Aircraft Category:	Airplane
Year of Manufacture:	1974	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	2079R
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	April 27, 2023 100 hour	Certified Max Gross Wt.:	9265 lbs
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:	13935.5 Hrs as of last inspection	Engine Manufacturer:	Honeywell/Garrett
ELT:	Not installed	Engine Model/Series:	TPE331-10-511M
Registered Owner:	On file	Rated Power:	1000 Horsepower
Operator:	On file	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:	KBYI, 4143 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	173°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.08 inches Hg	Temperature/Dew Point:	18°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Paul, ID	Type of Flight Plan Filed:	None
Destination:	Paul, ID	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Rocky Ridge n/a	Runway Surface Type:	Concrete;Dirt
Airport Elevation:	4200 ft msl	Runway Surface Condition:	Dry
Runway Used:	none	IFR Approach:	None
Runway Length/Width:	3250 ft / 35 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	42.73535,-113.84289

Administrative Information

Investigator In Charge (IIC):	Blocher, Kristyn
Additional Participating Persons:	Patrick Darling; Federal Aviation Administration; Boise, ID
Original Publish Date:	October 20, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=192305

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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](#).