

Statement about the Airplane 502B N6180J

On May 27 2018 about 11.30 AM I was ready to fertilizer the field of one of my customer

Mr. Noble. I loaded the plane with urea about 2700 lbs. and I started to taking off from the run

Way or airstrip that belong to Mr. Gary Pride which is one of my customer also, when the plane start running I checked every instrument gage as usually do, and everything was showing ok. Like

Temperature, torque, oil pressure, propeller RPM fuel flow etc. I have been flying from that

Airstrip for the last 14 years and know very well how the airplane is acting when is taking off, but this

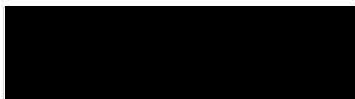
time I notice that about $\frac{3}{4}$ of the runway the plane is still with the tailwheel on ground so I checked the instrument again and everything was ok all the gages were showing their limit on power and when I got to the end of

the runway the plane was not on airborne quite yet. In every take off I put 2 points of flap so I put full flap in order to increase the lift to jump the little

ditch on the end of the runway, the plane went to other side and was not airborne and hit the ground, from then on

I did not have control on the airplane and crashed. The temperature was about 90 degree and the wind was from Northeast about 3 to 4 miles an hour gusty about 8 miles an hour I was taking off from the north end of the runway as usually also I want to mention that I put or loaded the airplane with 2700 lbs. it was $\frac{3}{4}$ of the load. The airplane hopper hold 3000 lbs easy so it was

300 lbs light than usually I did this taking precaution of the temperature outside.



/Daniel F. Ulloa

Pilot

May 31, 2018