

July 26th, 2018

Submitted by: Andrew Tibert, Pilot Certificate [REDACTED], pertaining to the accident of N502S on June 27, 2018

Dear FAA and NTSB,

I have been flying Ag Aircraft for 20 plus years and have approximately 13,000 hours total time, of which 10,000 hours would be Ag Aviation time. I have been flying N502S for the last 2 years and have approximately 800 hours in this aircraft.

June 27th, 2018 was a full day of spraying and at 8:00 PM I was going to take out the last load of the day. The aircraft was performing normally all day with no abnormal sounds, vibrations or indications and all perimeters were in the green. I configured the aircraft for take-off, setting the trim and about ½ flaps. I started adding power for take-off up to approximately 1700 Ft/LBS torque and noted the ITT temperature at 680 – 690 degrees, prop RPM at 2200. All seemed normal at this point.

At just past the ½ way point of the runway I noticed the tail was not coming up as it should be at this point in the take-off roll. I looked at the torque indicator and it was at 1500 Ft/LBS torque.

I knew at this point that stopping before the end would not be possible. I immediately pushed the power level full forward and pushed the dump handle to start releasing the load. I do not feel that I got any more power and continued to lose power, as the aircraft should have easily become airborne with the load gone. The aircraft continued into the grass, off the end of the runway and into a cattail patch which started to wrap around everything. The aircraft decelerated quickly, nosed into the ground and overturned.

In reflecting back to the midway point of the take-off, everything became "Reactionary" and even as time passes I don't believe I could have done anything differently given the circumstances.

Respectfully submitted,

[REDACTED]

Andrew Tibert