



Federal Aviation Administration

Memorandum

Date: 04/27/2021
To: Ralph Hicks, NTSB
From: Michael A. Pupek, Aviation Safety Inspector, Atlanta FSDO
Subject: N3299X Accident, 03/31/2021 Vienna, GA

On 03/31/2021 at approximately 1430, I received a call from the ROC who were reporting an aircraft accident that occurred in Vienna, GA. The location was at Lat. 32.05.30 N and Long. 83.43.59 W. The aircraft N3299X, an Ayres S2R-G6, SAI G6-134 was being piloted by Ray Morris Cason, with a Commercial Pilot rating, with a current second class medical, certificate number [REDACTED]

Inspectors from the Atlanta FSDO arrived at the accident scene and were greeted by a Dooly County Sheriff Office Investigator and Mr. Cason. After the introductions we were given a verbal statement by Mr. Cason on the sequence of events leading up to the accident. Mr. Cason stated he was on take-off and failed to achieve sufficient lift to rotate. He stated "unable to get the tail on the step".

After Mr. Cason completed the verbal statement, I asked him to write out the statement and email it to me. We then proceeded to ask the Dooly County Investigator some questions as they had flagged the accident scene in a perfect manner with nothing left to wonder/find. One of the questions asked was what the weather was like upon their arrival to the accident scene, in which she reported that there was some wind but they managed to get their photos and flag the accident scene prior to the heavy winds and rain came in. We completed this interview and began to take the required pictures of the accident scene.

The review of the scene was that aircraft N3299X, while trying to obtain proper lift, get on the step, veered left of the runway hit the ditch with both mains and trailing edges of the flaps causing the Main Landing gears to break away from the airframe and to cause numerous spray nozzles to also break away from their mounting bar. Once the main gears had been dislodged from the airframe the aircraft hit on the lower fuselage causing the propeller to strike the ground and the left wing to impact the ground, breaking away the dry fertilizer fan and tubing.

The aircraft continued to slide on the belly for approximately 300' left and coming to a stop west of the runway.

The aircraft had the evidence of an explosion on the left wing due to the fact that the upper tank skin was 200' to the left of the aircrafts resting place and showed evidence of no rivets in place and several cracks in the wing skin surface. The aircraft had been destroyed by impact and fire. The aircraft, from aft of the engine firewall to approximately 24" in front of the empennage were destroyed by the fire with no evidence of the aircraft data plate to be found. The entire cabin was destroyed with no instruments being recognizable. The empennage was the only portion of the aircraft that was untouched by impact or fire. It must be noted that the pilot claims that the aircraft was not on fire when he departed the aircraft and left the accident scene.

After completing the investigation and documentation of the scene, Atlanta Air Salvage recovered the aircraft. We then traveled to Jimmy Carter Regional to retrieve the aircraft log books and discovered that the aircraft had just come out of annual on 03/08/2021.