



Doug Brazy
Aviation Accident Investigator
Eastern Region - Aviation

Date: 10/23/2023

Subject: ERA22LA239, Hawkinsville, Georgia, Thrush S2R-H80, Registration N6216M, Pilot and Mechanic Statements

Contact: Scott Harris, Insurance Adjuster - Sample International Aviation Inc.

On October 23, 2023, Mr. Harris provided the following information in an email:

STATEMENT FROM PILOT: [Stacey C. Bloodsworth]

"On Thursday May 5th 2022 at approximately 0830 I loaded 325 gallons of chemicals and water to apply to 100 acres of watermelon's. Upon takeoff I noticed the aircraft didn't seem to produce power as usual. The winds were calm and the aircraft seemed to use more runway to fly. Once flying I attempted to turn 45 degrees to the right in a SW direction. I had gained only enough altitude to cross a road and power lines that run parallel with the private strip I was departing. One crossing the road I noticed the power and airspeed was slowing so I straightened to level flight to keep the aircraft flying as clean as possible. At this point I checked the monitor gauges that the fuel pressure gauge was fluctuating and I immediately turned on the emergency fuel booster pump. I dumped the total load of 325 gallons in the field before attempting to cross the woods that I was approaching. The aircraft continued to loose altitude and airspeed. The aircraft began to hit trees and turned 180 degrees from the path I was headed and come to rest on the ground."

Statement from mechanic Von Richter who completed the Annual Inspection and tire repairs to N6216M.

ON APRIL 29 , 2022 STACEY BLOODSWORTH THE PILOT OF N6216M CALLED FOR MAINTENANCE SAYING HE HAD A L/T MAIN TIRE BLOWN OUT ON LANDING. I WENT TO RODNEY DAWSON'S AIRSTRIP TO REPLACE A BLOWN TIRE. WHEN I ARRIVED THE AIRPLANE WAS OFF THE SIDE OF THE RUNWAY AT THE EDGE OF A DITCH. THE LEFT WING WAS LOW AND FUEL WAS DRAINING FROM THE WING'S FUEL VENT DUE TO THE EXTREME ANGLE OF THE WING. THE PILOT (STACEY BLOODSWORTH) CUT THE FUEL OFF IN THE COCKPIT TO MINIMIZE THE FUEL LEAK. THE AIRPLANE WAS REPOSITIONED BACK UP ON THE RUNWAY AT THIS TIME. THE FUEL STOPPED LEAKING FROM THE VENT ONCE THE AIRPLANE WAS REPOSITIONED TO NORMAL. THE PLANE'S L/T MAIN TIRE AND TUBE WAS REPLACED WITH NEW. THE REMOVED TIRE APPEARED TO BE BLOWN FROM SLIDING THE TIRE. ONCE THE TIRE WAS REPLACED THE PILOT WAS INSTRUCTED TO TURN THE FUEL BACK ON. THE PILOT STARTED THE ENGINE AND TAXIED THE PLANE TO HIS HANGER. AT THIS TIME I LEFT.

Von Richter

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