



A FARMER SERVICE CORP.

• FAX ([REDACTED])

• El Centro, CA 92244

05/09/2020

Approximate Time: 12:10 p.m.

Incident Report

The aircraft I was flying was a Turbine Thrush 600 with an N-number, N2245S. I was flying back to Imperial County Airport (IPL), from my last crop-dusting application and rinse. I prepared myself to land on Runway 32, heading towards the north side of the airport and I came in at a 45° right base (everything was normal at this point). I continued to make my final approach to the center of the runway and set the airplane for touch down, right after passing the thresh lines. Right after my main landing wheels touched the asphalt, the airplane made a turn to the left. I pressed my right pedal, putting pressure on the rudder and right brake to try to correct it.

Initially, it was starting to straighten the airplane. But suddenly, I felt my right break was not functioning and the airplane made an aggressive turn to the left. I knew then, the airplane got away from me and I knew that it was going to get out of the runway. When it got out of the runway, I pulled the Emergency Engine Shutdown lever, intending to kill the engine before the prop would strike the ground.

The left-wing tip of the wing impacted the ground first, then made the airplane spin to the right; I believe this is what caused the left landing gear to collapse. The airplane came to a full stop and I proceeded to turn off all the electrical and closed off all the fuel valves for the fuel system. Then, I got out of the plane and confirmed that the airplane was not on fire. I immediately notified my office personnel about the incident and told them to follow protocol and report what had happened. The Imperial Airport Fire Department arrived to assist us, the airport manager (Sandy Gutierrez) also came, as well as Tom Marquez from the FAA. To my knowledge, Tom Marquez spoke to the NTSB and got approval to remove the airplane from the cite and to our shop. We then went ahead and transported the aircraft with a crane.