



NTSB RECORD OF CONVERSATION

Investigator name: Shaun Williams
Mode: Senior Aviation Accident Investigator
Region: Central

Date: August 9, 2021
Person Contacted: Colton Calloway
NTSB Accident Number: PENDING ASSIGNMENT

Narrative:

On August 6, 2021, about 0900 Central daylight time, an Air Tractor AT502, N502CP, sustained substantial damage when it was involved in an accident near Holton, Kansas. Mr. Calloway was the pilot in command.

He stated that he started the day by topping off the fuel tanks to total 155 gallons. He flew for 1:43 at an estimated burn of 50-52gph. This was his third load of the day and all previous loads were identical.

After coming across the field, he began losing power, noticing the torque and RPM decreasing. He pitched up off the field to about 200' AGL. As he started descending, he got to about 10ft above the beanfield, flew past a windmill and across a road. He attempted a 3 point landing, but bounced 2-3 times and settled sideways. When the airplane came to rest, the right wing and fuselage was crinkled.

END OF INTERVIEW

From: [REDACTED]
To: [REDACTED]
Subject: Fwd: CEN21LA362 (N502CP) - Additional Questions
Date: Monday, August 16, 2021 6:11:01 PM
Attachments: [image001.png](#)

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One fuel tank was indicating a little above a quarter tank and the other was at a quarter. I don't really depend on the fuel gauges because they bounce around a lot and much rather go off a timer or stopwatch.

----- Forwarded message -----

From: Hodges Michael <[REDACTED]>
Date: Mon, Aug 16, 2021 at 3:41 PM
Subject: RE: CEN21LA362 (N502CP) - Additional Questions
To: colton Callaway <[REDACTED]>

Thank you again sir.

One last follow-up question please – when the low fuel warning light came on, what were the indications showing for each fuel tank?

Mike

Mike J. Hodges, MS, CHP

Air Safety Investigator

National Transportation Safety Board

[4760 Oakland Street, Suite 500](#)

[Denver, Colorado 80239-2793](#)

Cellular/SMS: [REDACTED]

Facsimile: [REDACTED]

Response Operations Center (24/7): 1-844-373-9922

Work Hours: Monday-Friday, 0900-1730 Mountain Time

“We always need to prepare ourselves for handling the unexpected.” – Neil A. Armstrong

From: colton Callaway <[REDACTED]>
Sent: Monday, August 16, 2021 1:28 PM
To: Hodges Michael <[REDACTED]>
Subject: Fwd: CEN21LA362 (N502CP) - Additional Questions

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----- Forwarded message -----

From: Hodges Michael <[REDACTED]>
Date: Mon, Aug 16, 2021 at 1:14 PM
Subject: CEN21LA362 (N502CP) - Additional Questions
To: colton Callaway <[REDACTED]>

Hi Colton,

I received your typed statement just now, thank you so much.

Air Tractor 502
N502CP
Colton Callaway

I took off out of Atchison airport (K59) around 7 AM I had approximately 150 gallons of fuel and 480 gallons of chemical. I was spraying several fields 10 miles north west of Topeka Kansas as I was working on my last field I noticed a power change, I pulled up out of the field and I noticed I was steadily losing power I tried advancing the power forward with no results I began to lose airspeed an altitude. I found a bean field to the south of my position at this point with no other options I committed to a landing i touchdown in 3 point landing figuration with maximum breaking, aircraft bounced and I then slid across the gravel road under a powerline and came to a rest I shut off the batteries and the fuel and exited the plane this incident occurred around 8:44 AM with no injuries.

All my temperature gauges were indicating normal as I was working.
I noticed some engine roughness, then starting losing torque 400-600ft/lbs initially then steadily decreased.
power set at 1400ft/lbs
Prop RPM 2000
NG 95%
ITT 680 C

I have a few follow-up questions please. If you want to just type your response directly below each question, that is fine with me.

1. Did you (or someone else) add fuel to the fuel tanks before you started flying that day? If so,

how much to each fuel tanks.

I fueled myself out of the fuel truck in Atchison, I left with around 150gal of fuel. The way we fuel is with a single point and I verified both sides before I took off. There was about 90 gallons on the plane from my last flight the day before. Which came out of the fuel trailer. We were working out of fall city Nebraska.

1. If so for question #1, do you have copies of the fueling receipts or fuel records that you can please share with me?

No fuel receipts, we use a fuel truck that is filled up every couple days out of Atchison.

1. When you did your preflight, how much fuel was visually showing in each fuel tank? Did you use a stick or ruler to measure each fuel tank or just check visually?

I checked my tanks visually, there is a little tab in each fuel tank which is 128gal, I ran the fuel about 1.5 inches from the top of the fuel tank. Full fuel tank is 168gal. I also sumped my tanks a couple days prior and found some rust in the header tank sump.

I sumped it the morning of this flight and didn't noticed much rust of water in the fuel.

1. Were you using an electronic fuel totalizer device in the airplane at the time of the accident? If so, what fuel numbers did you program into the device before takeoff

I was running a timer on my phone, I started it as soon as I lined up on the runway for takeoff.

1. What type of fuel was used in the airplane before the accident occurred (I understand you added the red die diesel fuel after the accident occurred in the bean field, as you were concerned about making sure you had your fuel requirements for VFR flight)?

Jet A was what we used in the plane, we used red diesel week or so prior.

1. Before takeoff for the flight, how long was the airplane either idling or ground taxiing before takeoff?

I was on the ground and it idled for about 5min as I got my paperwork organized and ready for the day.

1. Roughly, at what altitude (above ground level), would you say the airplane started losing power?

I was spraying 10ft AGL when I noticed engine roughness and loss in torque, I instantly pulled up out of the field for altitude and figure out what was going on.

1. Did the low fuel warning light illuminate during the flight?

The low warning fuel light came of probably 5 min before I started noticing the roughness and power loss

1. Did you try to initiate an emergency air start (i.e., re-light the engine)?

I never loss the engine completely it was a partially engine out.

1. Were there any indications that there was a problem with the airframe boost pump failure? If so, did you switch it on?

No obvious fuel pump failures

1. Was the engine still running when you landed in the bean field?

The engine was still running, I shut the airplane off as soon as I came to a a stop

1. Did the cockpit air bag system deploy during the landing?

No air bags deployed.

Thank you so much for the help.

Mike

Mike J. Hodges, MS, CHP

Air Safety Investigator

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Inspector Statement

08/06/2021 received a message from Airworthiness Front line Manager, regarding an aircraft accident south of Holton, Kansas.

08/07/2021 Traveled to Holton, KS. to investigate the accident of an Ag aircraft N502CP. AT-502B Serial # 502B2632. Conducted the investigation at the crash site. Talked to a witness, Mr. Elmer Hubener who heard the aircraft impact the ground. In his statement He heard the aircraft operate normally just about a mile east of his farm. Then the aircraft went silent. A few minutes later heard a loud noise as the propeller was striking the ground. Looked out the window and saw the aircraft in the bean field. No injuries reported from the pilot.

Aircraft was traveling north as he attempted to land in the bean field. Aircraft bounced back in the air turned 90 degrees to the west, slid across the road through the ditch and coming to rest in the bean field with the left wing was 10 degrees down in relation to the right wing. The entire length from first touchdown to the final resting place was approximately 350 feet.

Investigation began in the cockpit. The fuel shut off valve was in the "ON" position. The fuel boost pump was in the "OFF" position. Engine control continuity was verified. Smooth operation throughout the full range of travel. Flight control continuity was verified. Limited range was observed in the elevator and rudder due to the fuselage having major damaged forward of the empennage. Full range of travel throughout aileron control. No damage to both landing gear legs.

Major damage observed of the fuselage forward of the empennage. Minor damage noted on both elevators, Major damage on the rudder. The top of the right wing showed the skin wrinkled by the wingtip. Spray boom supports on the bottom the of the right major showed major damage. Minor damage to the left wing. Spray boom supports on left wing showed minor damage.

Removed engine side cowl panels. The engine was found with all major components installed. No firewall damage noted. Inspection of the propeller showed major damage to all 3 blades. All blades were curled in the direction of normal rotation, showing partial engine power during impact.

An attempt to detect fuel in the wings was accomplished. Removed the left fuel cap, revealed the left tank full. Removing the right fuel cap, revealed the tank empty. Multiple fuel samples were taken throughout the fuel system. Starting at the quick drains at the left and right wing tanks, fuselage reservoir tank quick drain, fuel filter on the firewall, and the fuel filter on the fuel control unit. Samples were examined for color, debris and water. Fuel samples from the left and right wing tanks were red in color and the fuselage

reservoir tank was pink in color. Firewall fuel filter was clear in color with a small amount of water and the fuel filter at the fuel control unit was clear in color.

On the way to Amelia Earhart Memorial Airport (K59). I was contacted by Mr. Floyd McElwain. He wanted to talk to me privately before interviewing the pilot, Mr. Colton Calloway. Mr. McElwain was told by Mr. Elmer Hubener, the pilot, asked if he had any diesel fuel? And asked for approximately 15 gallons of diesel fuel to put in the aircraft.

I did ask a follow up question to Mr. Callaway, if he added red diesel fuel in both fuel tanks after the accident. He replied, he did not add fuel to the aircraft after the accident.

This concludes this statement.

Thomas J Davis, ASI

AFG-CE-05

Aug 7, 2021 (After plane came down Report)
(To day was able to contact ^{PLANE} Owner + FAA Rep. again)

Aug 6, 2021 Shortly after the spray plane went down the young ^{man} shook ^{up} but appeared not injured, young pilot told me of his loss of power while Banking to the South just North West of my house (@ [REDACTED] Topeka, Ks) and how he tried to Land in my Bean field (appears he just started his ~~Talk~~ down just South of 94th St. coming up a slight embankment) as he ^{said} then he said he bounced + came down hard as he crossed 94th street. As we were talking he told me he still had fuel in his tanks, about 1" in one + 2" in the other, ^{and} ask if I had any Diesel. I said that I did. Then he ask me if he could have about 15 or 20 gal. I told him NO you do not want to put anything in your tanks and all I have is Red die diesel, not Jet fuel.

Some how ~~he~~ after walking in the beans he was able to persuade me in to letting him have \approx 14 gal of my diesel. I believe he put \approx 9 gal in Left Tank and 5 gal in Right Tank.

Do not know how he talked me into letting him have the Diesel. Guess I like to help to much.

[REDACTED] ph home
[REDACTED] cell
Elmer W. Hubener

From: [REDACTED]
To: [REDACTED]
Subject: Re: CEN21LA362 (N502CP) - Additional Questions
Date: Monday, August 23, 2021 12:18:36 PM

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Sent from my iPad

On Aug 19, 2021, at 6:20 PM, Hodges Michael [REDACTED] wrote:

Hi Colton,

I have a few additional questions please, that I need.

Feel free to provide a response below each question below here in the email.

1. Date of birth

[REDACTED]

2. Certificate number.

3. Type of injuries received (none, minor, or serious)

None

4. Type of restraint system used (none, lap only, 3-point, 4-point, or 5-point).
4 point
5. Type of pilot certificates you have.
Commercial
6. Type of medical certificate you have.
2nd class
7. Does your medical certificate have limitations/waivers? If so, what are those limitations/waivers?
No limitations
8. Date of last medical examination.
03/08/2021
9. Date of last flight review.
June 5th 2021 seaplane check ride
10. Airplane ratings/other aircraft ratings/instrument ratings/instructor ratings.

Single engine sea/land instrument rating

11. All aircraft total time/all aircraft pilot in command total time/make and mode total time time/make and model pilot in command time/airplane single engine total time/airplane single engine pilot in command total time. All last 90 days/30 days/24 hours times for all of these areas also.
All aircraft Total time 2470.7

All aircraft Total time pic 2452.9hrs

Air tractor 502 total time 594.4hrs

Air tractor N502CP 473hrs

Single engine 2462.9hrs

90 days 563.3hrs

30days 314.2hrs

24hours 11.5 hrs

12. What was your weather information source for the accident flight?

Phillip billiard ASOS

13. Is being a pilot your primary job?

Yes

14. How long have you flown 14 CFR Part 137 aerial application flight for?

04-15-2019

15. How long have you been employed by the operator for?

3 years

Thank you again sir.

Mike

Mike J. Hodges, MS, CHP

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