



Aviation Investigation Final Report

Location:	FISHER, Arkansas	Accident Number:	FTW92DPG09
Date & Time:	July 15, 1992, 09:00 Local	Registration:	N3652B
Aircraft:	AIR TRACTOR AT-301A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 137: Agricultural		

Analysis

DURING A DAYLIGHT AGRICULTURE FLIGHT THE AIRPLANE LOST ENGINE POWER FOR UNDETERMINED REASONS. AT THE TIME OF THE ENGINE FAILURE THE AIRPLANE WAS MANEUVERING AND IMPACTED THE GROUND INVERTED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A LOSS OF ENGINE POWER FOR UNDETERMINED REASONS AND THE FAILURE OF THE PILOT TO MAINTAIN AIRSPEED ABOVE A STALL.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - EMERGENCY

Findings

2. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	35, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 29, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4181 hours (Total, all aircraft), 810 hours (Total, this make and model), 3800 hours (Pilot In Command, all aircraft), 350 hours (Last 90 days, all aircraft), 65 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AIR TRACTOR	Registration:	N3652B
Model/Series:	AT-301A AT-301A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	301-0264
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	December 21, 1991 Annual	Certified Max Gross Wt.:	4850 lbs
Time Since Last Inspection:	324 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5232 Hrs	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R1340-AN1
Registered Owner:	JIM SOCIA	Rated Power:	600 Horsepower
Operator:	JIM SOCIA	Operating Certificate(s) Held:	
Operator Does Business As:	JIM AIR	Operator Designator Code:	SVOG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	9 miles
Lowest Ceiling:	Broken / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	31°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:45 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	35.489242,-90.970291(est)

Administrative Information

Investigator In Charge (IIC):	Doss, Rodney
Additional Participating Persons:	BYRON H GLASS; LITTLE ROCK , AR JAMES HIRSCH; OLNEY , TX
Original Publish Date:	June 30, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=18310

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).