



Aviation Investigation Final Report

Location:	TAFT, Texas	Accident Number:	FTW92LA131
Date & Time:	May 13, 1992, 08:30 Local	Registration:	N1518V
Aircraft:	Air Tractor AT-401	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

DURING A VFR LANDING FLARE THE WIND WAS REPORTED BY THE PILOTS AS 90 DEGREES TO THE RUNWAY AT APPROXIMATELY 10 KNOTS. ONE PILOT HAD LANDED AND WAS PARKED IN THE LOADING AREA TO THE RIGHT OF THE THRESHOLD. THIS PILOT REPORTED TURBULENCE IN THE VICINITY OF THE LANDING THRESHOLD AS THE WIND PASSED THE HANGAR AREA NEAR THE RUNWAY. DURING THE LANDING FLARE THE SECOND AIRPLANE PILOT DELAYED HIS COMPENSATION FOR THE TURBULENCE. THE RIGHT WING OF THE AIRPLANE STRUCK THE ROTATING PROPELLER OF THE PARKED AIRPLANE. APPROXIMATELY FOUR FEET OF THE RIGHT WING SEPARATED FROM THE LANDING AIRPLANE. THE PILOT APPLIED FULL POWER AND CONTINUED TO A NEARBY AIRPORT AND LANDED WITHOUT FURTHER INCIDENCE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOTS' DELAYED COMPENSATION FOR TURBULENCE. A FACTOR WAS THE TURBULENCE.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - TURBULENCE
2. (C) COMPENSATION FOR WIND CONDITIONS - DELAYED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. OBJECT - AIRCRAFT PARKED/STANDING

Factual Information

Pilot Information

Certificate:	Commercial	Age:	39, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	January 20, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3880 hours (Total, all aircraft), 162 hours (Total, this make and model), 3741 hours (Pilot In Command, all aircraft), 57 hours (Last 90 days, all aircraft), 39 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Air Tractor	Registration:	N1518V
Model/Series:	AT-401 AT-401	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	401-0836
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	February 27, 1992 Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	45 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	58 Hrs	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-1340-AN1
Registered Owner:	HUNT, JEFFERY D.	Rated Power:	600 Horsepower
Operator:	HUNT, JEFFERY D.	Operating Certificate(s) Held:	
Operator Does Business As:	HUNT FLYING SERVICE	Operator Designator Code:	EVVG

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:	Clear	Visibility	15 miles
Lowest Ceiling:	Overcast / 1500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	HUNT AIRPORT	Runway Surface Type:	Asphalt
Airport Elevation:	65 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	
Runway Length/Width:	2000 ft / 20 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

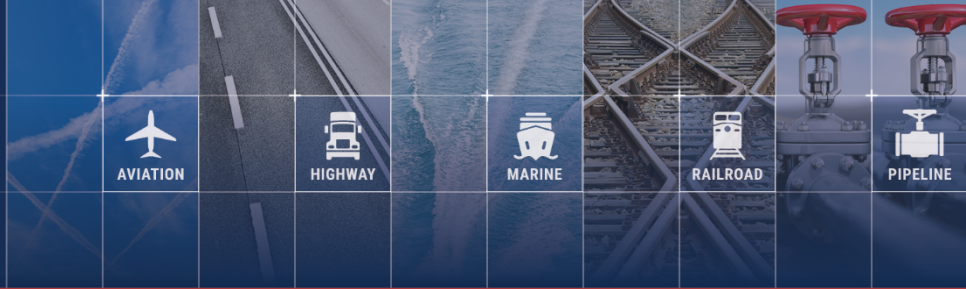
Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	27.979829,-97.389274(est)

Administrative Information

Investigator In Charge (IIC):	Smith, Joyce
Additional Participating Persons:	RICHARD L TARWATER; SAN ANTONIO , TX
Original Publish Date:	June 30, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=18493

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](#).



Aviation Investigation Final Report

Location:	TAFT, Texas	Accident Number:	FTW92LA131
Date & Time:	May 13, 1992, 08:30 Local	Registration:	N407JH
Aircraft:	Air Tractor AT-402	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PILOT HAD LANDED AND TAXIED TO THE LOADING AREA IN PREPARATION FOR AN AERIAL APPLICATION RUN. AS THE PILOT REMAINED IN THE AIRPLANE WITH THE ENGINE AT IDLE HE OBSERVED THE SECOND AIRPLANE APPROACHING THE THRESHOLD FOR LANDING TO THE EAST. THE PILOTS REPORTED THE WIND FROM THE SOUTH AT 5 TO 10 KNOTS AND TURBULENCE IN THE VICINITY OF THE THRESHOLD AS THE WIND PASSED A HANGAR AREA NEAR THE RUNWAY. DURING THE LANDING FLARE THE AIRPLANE PILOT DELAYED HIS COMPENSATION FOR THE TURBULENCE AND THE RIGHT WING OF THE AIRPLANE STRUCK THE ROTATING PROPELLER OF THE STANDING AIRPLANE. APPROXIMATELY FOUR FEET OF THE RIGHT WING SEPARATED FROM THE LANDING AIRPLANE. THE PILOT APPLIED FULL POWER AND CONTINUED TO A NEARBY AIRPORT AND LANDED WITHOUT FURTHER INCIDENCE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT OF THE OTHER AIRPLANE DELAYED COMPENSATION FOR TURBULENCE. A FACTOR WAS THE TURBULENCE.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: STANDING - ENGINE(S) OPERATING

Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - DELAYED - PILOT OF OTHER AIRCRAFT
2. (F) WEATHER CONDITION - TURBULENCE

Factual Information

Pilot Information

Certificate:	Commercial	Age:	46, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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--w/ waivers/lim	Last FAA Medical Exam:	March 24, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	13045 hours (Total, all aircraft), 3500 hours (Total, this make and model), 110 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Air Tractor	Registration:	N407JH
Model/Series:	AT-402 AT-402	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	402-0839
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	November 4, 1991 Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	82 Hrs	Engines:	1 Turbo prop
Airframe Total Time:	82 Hrs	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	PT6A-15AG
Registered Owner:	HUNT'S AG-AIR, INC.	Rated Power:	600 Horsepower
Operator:	HUNT'S AG-AIR, INC.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	EVUG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
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Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
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Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	27.979829,-97.389274(est)

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Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=18493

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