



Aviation Investigation Final Report

Location:	DEKALB, Texas	Accident Number:	FTW92DPA01
Date & Time:	July 26, 1992, 12:35 Local	Registration:	N3167Y
Aircraft:	AIR TRACTOR AT-301	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 137: Agricultural		

Analysis

DURING THE INITIAL RIGHT CLIMBING TURN AFTER TAKEOFF FROM A PRIVATE GRASS STRIP, THE PILOT NOTICED AN ENGINE RPM DROP OF APPROXIMATELY 100. THE DROP DID NOT OCCUR DURING CRUISE. THE PILOT REPORTED THAT HE MADE ONE SPRAY PASS AND DURING THE TURNING MANEUVER THE AIRPLANE WOULD NOT MAINTAIN ALTITUDE AND THE ENGINE DID NOT PRODUCE FULL POWER. THE AIRPLANE IMPACTED TREES AND TERRAIN. POST CRASH FIRE DESTROYED THE AIRPLANE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF ENGINE POWER FOR UNDETERMINED REASONS. A FACTOR WAS THE LACK OF SUITABLE TERRAIN FOR THE FORCED LANDING.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE
3. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	38, 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 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	January 28, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	6000 hours (Total, all aircraft), 350 hours (Total, this make and model), 5500 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AIR TRACTOR	Registration:	N3167Y
Model/Series:	AT-301 AT-301	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	301-0559
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	January 4, 1992 Annual	Certified Max Gross Wt.:	7710 lbs
Time Since Last Inspection:	402 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3173 Hrs	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-1340-AN1
Registered Owner:	TEDDER AVIATION CORPORATION	Rated Power:	600 Horsepower
Operator:	TEDDER AVIATION CORPORATION	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	MMAG

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	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/ 5 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	32°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:30 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:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	33.499332,-94.609306(est)

Administrative Information

Investigator In Charge (IIC): Lippott, Merle

Additional Participating Persons:

Original Publish Date: July 29, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=23404>

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](#).