



Aviation Investigation Final Report

Location:	SUMNER, Mississippi	Accident Number:	MIA91LA219
Date & Time:	September 16, 1991, 13:15 Local	Registration:	N1004W
Aircraft:	AIR TRACTOR AT-401	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PILOT WAS IN CRUISE FLIGHT AT 500 FEET AGL WHEN THE ENGINE BEGAN TO RUN ROUGH AND QUIT. AN EMERGENCY LANDING WAS CONDUCTED TO A DIRT ROAD IN A COTTON FIELD. DURING THE LANDING ROLL THE AIRPLANE COLLIDED WITH AN ON GROUND OBJECT (TALL COTTON) AND SUSTAINED SUBSTANTIAL DAMAGE. THE PILOT RECEIVED MINOR INJURIES. VISUAL INSPECTION OF THE ENGINE ASSEMBLY REVEALED THE NO. 1 CYLINDER HAD SPLIT FROM THE EXHAUST PORT TO THE FRONT SPARK PLUG HOLE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE NO. 1 CYLINDER ASSEMBLY.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE

Findings
1. (C) ENGINE ASSEMBLY,CYLINDER - FAILURE,TOTAL

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

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

2. OBJECT - OTHER

Factual Information

Pilot Information

Certificate:	Commercial	Age:	44, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 25, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	7500 hours (Total, all aircraft), 850 hours (Total, this make and model), 7425 hours (Pilot In Command, all aircraft), 300 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AIR TRACTOR	Registration:	N1004W
Model/Series:	AT-401 AT-401	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	0687
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-1340-AN1
Registered Owner:	FLAUTT FLYING SEVICE, INC.	Rated Power:	600 Horsepower
Operator:	FLAUTT FLYING SEVICE, INC.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GWO ,155 ft msl	Distance from Accident Site:	35 Nautical Miles
Observation Time:	12:49 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	4 miles
Lowest Ceiling:	Broken	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	33°C / 22°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	WEBB , MS (NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	33.990818,-90.350517(est)

Administrative Information

Investigator In Charge (IIC):	Smith, Carrol
Additional Participating Persons:	JR. MELVIN R. ATHEY; JACKSON , MS
Original Publish Date:	March 31, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=32926

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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](#).