



Aviation Investigation Final Report

Location:	FINLEY, Tennessee	Accident Number:	ATL94LA127
Date & Time:	June 27, 1994, 09:00 Local	Registration:	N36484
Aircraft:	AIR TRACTOR AT-301	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

ACCORDING TO THE PILOT, THE AIRCRAFT LOST POWER DURING THE THIRD TAKEOFF OF THE MORNING. THE PILOT ATTEMPTED TO ABORT THE TAKEOFF BUT DURING THE BRAKING PHASE, THE WET GRASS PREVENTED THE AIRPLANE FROM STOPPING BEFORE ROLLING OFF THE END OF THE RUNWAY; THE AIRPLANE NOSED OVER IN AN ADJACENT SOFT FIELD. AFTER THE AIRPLANE WAS RECOVERED FROM THE FIELD, AN EXAMINATION OF THE ENGINE FAILED TO DISCLOSE A MECHANICAL PROBLEM. DURING THE FUNCTIONAL EXAMINATION, THE ENGINE OPERATED NORMALLY THROUGH ALL POWER RANGES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF ENGINE POWER FOR UNDETERMINED REASONS. FACTORS WERE WET AND SOFT TERRAIN.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: OVERRUN

Phase of Operation: TAKEOFF - ABORTED

Findings

2. TERRAIN CONDITION - WET

Occurrence #3: NOSE OVER

Phase of Operation: TAKEOFF - ABORTED

Findings

3. TERRAIN CONDITION - SOFT

Factual Information

On June 27, 1994, at 0900 central daylight time, an Air Tractor AT-301, N36484, nosed over during a rejected takeoff from a sod airstrip in Finley, Tennessee. The aerial application flight operated under 14 CFR Part 137, with no flight plan filed. Visual weather conditions prevailed at the time of the accident. The airplane sustained substantial damage, and the pilot was not injured. According to the pilot, the accident occurred during the third departure of the morning.

The pilot stated that he experienced a reduction in engine rpm during the takeoff roll, and elected to reject the takeoff; the wet grass prevented the pilot from stopping the airplane before it rolled off the departure end of the runway. The airplane nosed over in an adjacent plowed field.

An examination of the aircraft and engine assembly failed to disclose a mechanical problem. After the airplane was placed upright on the landing gear, a functional check was completed; the engine operated normally throughout the power ranges.

Pilot Information

Certificate:	Commercial	Age:	38, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 3, 1994
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3106 hours (Total, all aircraft), 850 hours (Total, this make and model), 150 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AIR TRACTOR	Registration:	N36484
Model/Series:	AT-301 AT-301	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	301-0232
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	February 23, 1994 Annual	Certified Max Gross Wt.:	5000 lbs
Time Since Last Inspection:	150 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4173 Hrs	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	1340
Registered Owner:	H & H FLYING COMPANY	Rated Power:	600 Horsepower
Operator:	GREENHILL FLYING COMPANY	Operating Certificate(s) Held:	
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:	DYR ,337 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	08:56 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	250 ft msl	Runway Surface Condition:	Wet
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2500 ft / 75 ft	VFR Approach/Landing:	None

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:	35.980945,-89.579071(est)

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	CONDAD B HOUSE; MEMPHIS , TN
Original Publish Date:	January 25, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=3407

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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](#).