



Aviation Investigation Final Report

Location:	LANGDON, North Dakota	Accident Number:	CHI98LA236
Date & Time:	July 3, 1998, 09:00 Local	Registration:	N7301Y
Aircraft:	Air Tractor AT301	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot stated that en route to dispense chemicals, the engine suffered a total loss of power. A forced landing was made to a rough field, where the airplane nosed over. An examination of the airplane and engine subsequent to the accident did not reveal any mechanical anomalies with the engine.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the total loss of engine power for reasons undetermined. A factor was rough and uneven terrain.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: APPROACH

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

2. (F) TERRAIN CONDITION - ROUGH/UNEVEN
3. UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED - PILOT IN COMMAND

Factual Information

On July 3, 1998, at 0900 central daylight time, an Air Tractor AT301, N7301Y, impacted the terrain near Langdon Airport, Langdon, North Dakota. The commercial pilot was not injured and the airplane sustained substantial damage. The pilot stated that the engine lost power one mile out while on approach to the crop field to be sprayed. He said that the forced landing was made in a rough field where the airplane nosed over. The airplane was being operated as an aerial applications flight under 14 CFR Part 137 when the accident occurred. The flight originated in Langdon, North Dakota, at 0850. Visual meteorological conditions prevailed at the time and no flight plan was on file.

Subsequent to the accident an examination was conducted on the engine. No mechanical anomalies were found. There was compression on all cylinders, the spark plugs had combustion deposits, the magneto sparked, and there was continuity throughout the engine. There was fuel still in the fuel tanks and no contamination was found in the fuel.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	37, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 4, 1998
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4800 hours (Total, all aircraft), 800 hours (Total, this make and model), 4200 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Air Tractor	Registration:	N7301Y
Model/Series:	AT301 AT301	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	301-0590
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	5000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R1340
Registered Owner:	DIXON S. HITCH	Rated Power:	600 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	H24G

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:	Unknown	Visibility	20 miles
Lowest Ceiling:	Overcast / 1500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	, ND (D55)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:50 Local	Type of Airspace:	Class G

Airport Information

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

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:	48.760581,-98.36975(est)

Administrative Information

Investigator In Charge (IIC):	Wilson, Stephen
Additional Participating Persons:	MEL CINTRON; FARGO , ND
Original Publish Date:	May 19, 1999
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=43079

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