



Aviation Investigation Final Report

Location:	RULEVILLE, Mississippi	Accident Number:	MIA98LA228
Date & Time:	August 21, 1998, 13:30 Local	Registration:	N1013Z
Aircraft:	Air Tractor AT401	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

During takeoff, the engine backfired. The pilot smelled fuel, and observed a low fuel light. He aborted the takeoff and started an emergency shutdown. He realized the airplane was on fire and exited the airplane. The airplane was destroyed by fire. The source of the fire was not determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A fire of undetermined origin.

Findings

Occurrence #1: FIRE
Phase of Operation: TAKEOFF - ABORTED

- Findings
1. REASON FOR OCCURRENCE UNDETERMINED - UNKNOWN

Factual Information

On August 21, 1998, about 1330 central daylight time, an Air Tractor AT-401, N1013Z, registered to Cane Lake Aero Inc., operating as a 14 CFR Part 137 aerial application flight, experienced a reported engine fire on takeoff. Visual meteorological conditions prevailed and no flight plan was filed. The airplane was destroyed by fire. The commercial pilot reported no injuries. The flight was originating from Cane Lake Aero, a private airstrip, Ruleville, Mississippi, at the time of the accident.

The pilot stated he was on takeoff to the north. The engine started backfiring, he smelled fuel, and observed a low fuel pressure light. He aborted the takeoff and started an emergency shutdown. He realized the airplane was on fire and exited the airplane after it came to a complete stop.

Examination of the aircraft wreckage failed to reveal the source of the fire.

Pilot Information

Certificate:	Commercial	Age:	44, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
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:	August 21, 1998
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	9500 hours (Total, all aircraft), 900 hours (Total, this make and model), 9362 hours (Pilot In Command, all aircraft), 300 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Air Tractor	Registration:	N1013Z
Model/Series:	AT401 AT401	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	401-0178
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	January 3, 1998 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	316 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2159 Hrs	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	CANE LAKE AERO INC	Rated Power:	
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	KYMG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GWO ,162 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	150°
Lowest Cloud Condition:	Scattered / 3500 ft AGL	Visibility	5 miles
Lowest Ceiling:	Broken / 4500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	32°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:29 Local	Type of Airspace:	Class G

Airport Information

Airport:	CANE LAKE AERO NONE	Runway Surface Type:	Dirt
Airport Elevation:	130 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	2400 ft / 40 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.719867,-90.549812(est)

Administrative Information

Investigator In Charge (IIC):	Smith, Carrol
Additional Participating Persons:	MELVIN R ATHEY; JACKSON , MS
Original Publish Date:	June 21, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=43765

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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](#).