



Aviation Investigation Final Report

Location:	STATESBORO, Georgia	Accident Number:	ATL99LA014
Date & Time:	November 9, 1998, 16:45 Local	Registration:	N8770S
Aircraft:	Air Tractor AT-301	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The pilot stated that he was on an approach to land at the staging airstrip when he noticed that the ground crew had positioned another airplane 2000 feet down the runway. The pilot said that his landing airspeed was a little fast, so to assure a safe clearance, he elected to execute a go-around. When the pilot advanced the throttle for the go-around, the engine spit and sputtered, and lost power. As the pilot maneuvered for a forced landing, the left wing collided with a fence post. The airplane subsequently yawed left, slid on the ground, and collided with trees on the departure end of the extended runway center line. The pilot also stated that he did not apply carburetor heat unless temperatures were 70 degrees Fahrenheit or below. During the examination of the engine, the spark plugs were removed from the engine and found to be sooted. A review of the weather data disclosed that conditions were favorable for the formation of carburetor icing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO USE CARBURETOR HEAT. FACTORS WERE CONDITIONS FAVORABLE FOR THE FORMATION OF CARBURETOR ICE.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT

Findings

3. OBJECT - FENCE POST
4. OBJECT - TREE(S)

Factual Information

On November 9, 1998, about 1645 eastern standard time, an Air Tractor AT-301, N8770S, collided with a fence post during an attempted go around, at Hilde Ag Strip near Statesboro, Georgia. The airplane was operated by the pilot under the provisions of Title 14 CFR Part 91, and visual flight rules. Visual meteorological conditions prevailed, and no flight plan was filed. There were no injuries to the commercial pilot, and the airplane was substantially damaged. The flight departed the same airstrip in Statesboro, Georgia, at 1615.

The pilot stated that he was on an approach to land at the staging airstrip when he noticed that the ground crew had positioned another airplane 2000 feet down the runway. The pilot said that his landing airspeed was a little fast, so to assure a safe clearance, he elected to execute a go-around. When the pilot advanced the throttle for the go-around, the engine spit and sputtered, and lost power. As the pilot maneuvered for a forced landing, the left wing collided with a fence post. The airplane subsequently yawed left, slid on the ground, and collided with trees on the departure end of the extended runway center line.

The pilot also stated that he did not apply carburetor heat unless temperatures were 70 degrees Fahrenheit or below. However, according to the Air Tractor Flight Manual, during the approach and landing, the pilot is instructed to apply carburetor heat when weather conditions are favorable for the formation of carburetor ice.

During the examination of the engine, the spark plugs were removed from the engine and found to be sooted. It was stated by the Federal Aviation Administration inspector that the spark plugs were re-installed in the engine and the engine was operated at a low power setting.

A review of the weather data disclosed that conditions were favorable for the formation of carburetor icing.

Pilot Information

Certificate:	Commercial	Age:	30, Male
Airplane Rating(s):	None	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 Unknown	Last FAA Medical Exam:	February 4, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1750 hours (Total, all aircraft), 850 hours (Total, this make and model), 1930 hours (Pilot In Command, all aircraft), 300 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Air Tractor	Registration:	N8770S
Model/Series:	AT-301 AT-301	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	301-0188
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	June 15, 1998 Annual	Certified Max Gross Wt.:	5000 lbs
Time Since Last Inspection:	89 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6014 Hrs	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-1340-AN-1
Registered Owner:	HILDE AG AVIATION	Rated Power:	300 Horsepower
Operator:	RICHARD L. HILDE	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:	SAV ,51 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	31°
Lowest Cloud Condition:	Scattered / 4900 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(2J5)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE AG STRIP	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	2200 ft	VFR Approach/Landing:	Precautionary 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:	32.439487,-81.769065(est)

Administrative Information

Investigator In Charge (IIC): Hicks, Preston

Additional Participating Persons: JIM PERRY;

Original Publish Date: February 22, 2001

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=45255>

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](#).