



Aviation Investigation Final Report

Location:	GOULD, Arkansas	Accident Number:	FTW00LA130
Date & Time:	April 21, 2000, 13:00 Local	Registration:	N8699S
Aircraft:	Air Tractor AT-301	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

After takeoff to the south, the agricultural airplane could not maintain altitude, and it touched down 300 yards from the departure end of the runway. The aircraft bounced and traveled 100 yards before touching down again. The aircraft bounced again and traveled another 50 yards before touching down for the third time. The aircraft continued to roll about 100 yards before becoming airborne. The aircraft struck power lines, impacted the ground, and came to rest upright facing west. The pilot reported that after the second bounce, he began to dump the chemical from the hopper. The pilot reported to the FAA inspector that there was 'nothing wrong' with the engine, and that the crosswind was the problem. The pilot further reported that the wind was from 280 degrees at 15 knots. Ten minutes prior to the accident, the wind at the nearest weather reporting point, located 22 nautical miles northwest of the accident site, was from 330 degrees at 9 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The stall/mush encountered by the pilot. A factor was the crosswind.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) STALL/MUSH - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF

Findings

3. OBJECT - WIRE, TRANSMISSION

Factual Information

On April 21, 2000, at 1300 central daylight time, an Air Tractor AT-301 agricultural airplane, N8699S, was substantially damaged during takeoff from a private airstrip near Gould, Arkansas. The aircraft was registered to a private individual and operated by Rogers Flying Service of Gould, Arkansas. The commercial pilot was not injured. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 137 aerial application flight. The local flight was originating at the time of the accident.

The FAA inspector, who responded to the accident site, reported that after takeoff to the south, the airplane could not maintain altitude, and it touched down 300 yards from the departure end of the runway. The aircraft bounced and traveled 100 yards before touching down again. The aircraft bounced again and traveled another 50 yards before touching down for the third time. The airplane continued to roll about 100 yards before becoming airborne. The aircraft struck power lines, impacted the ground, and came to rest upright facing west. The pilot reported that after the second bounce, he began to dump the 1,800 pounds of fertilizer from the hopper.

Examination of the airplane by the inspector revealed that the right wing spar was damaged. The right main landing gear was separated, and the left wing tip was damaged.

The pilot reported to the FAA inspector that there was "nothing wrong" with the engine, and that the crosswind was the problem. He further reported that the wind was from 280 degrees at 15 knots.

At 1250, the reported wind at the Grider Field Airport at Pine Bluff, Arkansas, located 22 nautical miles northwest of the accident site, was from 330 degrees at 9 knots.

Pilot Information

Certificate:	Commercial	Age:	38, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
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:	May 11, 1999
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	632 hours (Total, all aircraft), 234 hours (Total, this make and model), 608 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Air Tractor	Registration:	N8699S
Model/Series:	AT-301 AT-301	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	301-0175
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	January 14, 2000 Annual	Certified Max Gross Wt.:	7000 lbs
Time Since Last Inspection:	86 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6193 Hrs	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-1340-AN1
Registered Owner:	JOHN H ROGERS	Rated Power:	600 Horsepower
Operator:	ROGERS FLYING SERVICE	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	JROG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PBF ,206 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	12:50 Local	Direction from Accident Site:	300°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	ROGERS FLYING SERVICE NONE	Runway Surface Type:	Asphalt
Airport Elevation:	160 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	
Runway Length/Width:	3000 ft / 60 ft	VFR Approach/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:	33.979816,-91.559722(est)

Administrative Information

Investigator In Charge (IIC):	Wigington, Douglas
Additional Participating Persons:	ADEODATO D REBOSIO; LITTLE ROCK , AR
Original Publish Date:	May 8, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=49040

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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](#).