



Aviation Investigation Final Report

Location:	Ulen, Minnesota	Accident Number:	CHI02LA221
Date & Time:	July 26, 2002, 11:00 Local	Registration:	N3167P
Aircraft:	Air Tractor 301	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The airplane was damaged when it impacted into a soybean field and nosed over during takeoff from a private airstrip. In a written statement, the pilot stated, "Departed as normal, aircraft at midpoint didn't seem to accelerate normally. By the time I got done rechecking flaps, prop, mixture, [and] power, my booms caught the soybeans [and] pulled me down until I went inverted. A postaccident examination of the airplane did not reveal any anomalies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot not performing an aborted takeoff. A factor was the soybean crop.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Findings

1. (F) TERRAIN CONDITION - CROP
 2. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
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Occurrence #2: NOSE OVER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On July 26, 2002, at 1100 central daylight time, an Air Tractor 301, N3167P, piloted by a commercial pilot, sustained substantial damage when it impacted into a soybean field and nosed over during takeoff from a private airstrip near Ulen, Minnesota. The grass runway at the airstrip was reported to be 1/2 mile long and 100 feet wide. The takeoff was performed to the west. The 14 CFR Part 137 aerial application flight was operating in visual meteorological conditions without a flight plan. The pilot received minor injuries. The local flight was originating at the time of the accident.

In a written statement, the pilot stated, "Departed as normal, aircraft at midpoint didn't seem to accelerate normally. By the time I got done rechecking flaps, prop, mixture, [and] power, my booms caught the soybeans [and] pulled me down until I went inverted."

A postaccident examination of the airplane did not reveal any anomalies.

Pilot Information

Certificate:	Commercial	Age:	49, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Center
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:	May 2, 2002
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 18, 2000
Flight Time:	7500 hours (Total, all aircraft), 2500 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Air Tractor	Registration:	N3167P
Model/Series:	301	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	301-0553
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	May 16, 2002 Annual	Certified Max Gross Wt.:	5000 lbs
Time Since Last Inspection:	105 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5382 Hrs at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	Not installed	Engine Model/Series:	R-1340-AN2
Registered Owner:	ULEN AVIATION	Rated Power:	600 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	ULAG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DTL,1396 ft msl	Distance from Accident Site:	
Observation Time:	09:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.86 inches Hg	Temperature/Dew Point:	27°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Ulen, MN	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Private airstrip	Runway Surface Type:	Grass/turf
Airport Elevation:	940 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2500 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	47.069709,-96.249137(est)

Administrative Information

Investigator In Charge (IIC):	BRANNEN, JOHN
Additional Participating Persons:	Dennis Crawford; FAA-Minneapolis, Minnesota-FSDO; Minneapolis, MN
Original Publish Date:	May 13, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=55353

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