



Aviation Investigation Final Report

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|--------------------------------|------------------------------|-------------------------|-------------|
| Location: | Mumford, Texas | Accident Number: | DFW08CA146 |
| Date & Time: | May 16, 2008, 17:51 Local | Registration: | N15420 |
| Aircraft: | Air Tractor 401-0860 | Aircraft Damage: | Substantial |
| Defining Event: | Loss of engine power (total) | Injuries: | 1 None |
| Flight Conducted Under: | Part 137: Agricultural | | |

Analysis

The commercial pilot was spraying a field in his single-engine agricultural airplane when the radial engine's chip light detector illuminated followed by a rough running engine and subsequent loss of power. The pilot was unable to maintain altitude and made a forced landing to a narrow gravel road. As the plane touched down, the right wing contacted the tall rows of corn that lined the narrow road, which caused the airplane to ground loop and enter the corn field. Examination of the airplane revealed it sustained substantial damage to the fuselage, empennage, vertical stabilizer, and both wings. The loss of engine power was undetermined.

Probable Cause and Findings

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

Findings

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|-----------------------------|------------------------------------|
| Not determined | (general) - Unknown/Not determined |
| Environmental issues | (general) - Not specified |

Factual Information

History of Flight

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|-----------------------------------|---|
| Maneuvering-low-alt flying | Loss of engine power (total) (Defining event) |
| Landing | Collision with terr/obj (non-CFIT) |

Pilot Information

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|----------------------------------|--|--|---------------|
| Certificate: | Commercial | Age: | 69, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | |
| Instructor Rating(s): | | Toxicology Performed: | No |
| Medical Certification: | Class 2 | Last FAA Medical Exam: | March 1, 2008 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 19882 hours (Total, all aircraft), 5200 hours (Total, this make and model), 8 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|---------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Air Tractor | Registration: | N15420 |
| Model/Series: | 401-0860 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Utility | Serial Number: | 401-0860 |
| Landing Gear Type: | Tailwheel | Seats: | |
| Date/Type of Last Inspection: | | Certified Max Gross Wt.: | |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | Pratt & Whitney |
| ELT: | | Engine Model/Series: | R-1340 AN-1 |
| Registered Owner: | Hopson Putz Dusting, Inc. | Rated Power: | |
| Operator: | | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|--------------------|---|------|
| 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: | | Visibility | |
| Lowest Ceiling: | | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | |
| Precipitation and Obscuration: | | | |
| Departure Point: | Mumford, TX (NONE) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | | Type of Airspace: | |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | |
| Total Injuries: | 1 None | Latitude, Longitude: | 30.639444,-96.471389 |

Administrative Information

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| Investigator In Charge (IIC): | Yeager, Leah |
| Additional Participating Persons: | |
| Original Publish Date: | July 30, 2008 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=68035 |

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](#).