



Aviation Investigation Final Report

Location:	Wisner, Louisiana	Accident Number:	DFW08CA216
Date & Time:	August 22, 2008, 14:40 Local	Registration:	N2391Z
Aircraft:	Air Tractor AT-301	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The commercial rated pilot was performing an aerial application flight in a single-engine, reciprocating powered agricultural airplane. During an application run, the engine lost power and the pilot elected to execute a forced landing in a cotton field. During landing, the aircraft "flipped over", coming to rest in the inverted position. A reason for the loss of engine power was not determined.

Probable Cause and Findings

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

Findings

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

Factual Information

History of Flight

Maneuvering-low-alt flying	Loss of engine power (total) (Defining event)
Emergency descent	Off-field or emergency landing
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	34, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	June 1, 2008
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 1, 2007
Flight Time:	3492 hours (Total, all aircraft), 1605 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Air Tractor	Registration:	N2391Z
Model/Series:	AT-301	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	3010452
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	August 1, 2008 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5929 Hrs at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	Not installed	Engine Model/Series:	R-1340
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KHEZ	Distance from Accident Site:	30 Nautical Miles
Observation Time:	14:15 Local	Direction from Accident Site:	300°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	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:	WINNSBORO, LA (F89)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	

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:	31.906389,-91.759162

Administrative Information

Investigator In Charge (IIC):	Hatch, Craig
Additional Participating Persons:	Joseph Pocher; FAA FSDO; Baton Rouge, LA
Original Publish Date:	September 26, 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=68802

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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](#).