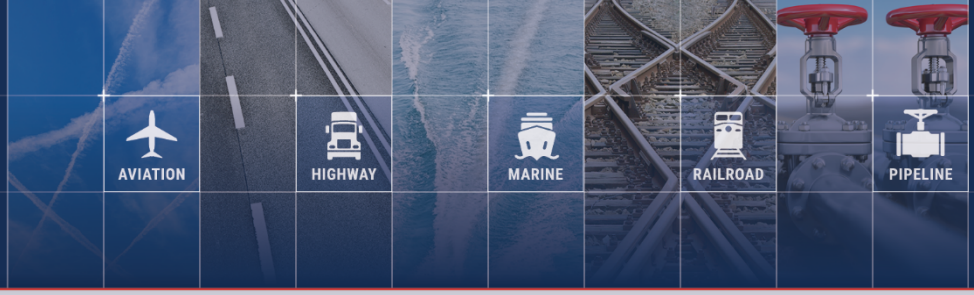

Aviation Investigation Final Report

Location:	Corning, Arkansas	**Accident Number:**	CEN09LA239
Date & Time:	April 7, 2009, 12:06 Local	**Registration:**	N36597
Aircraft:	AIR TRACTOR INC AT-301	**Aircraft Damage:**	Substantial
Defining Event:	Loss of engine power (total)	**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Ferry		

Analysis

The commercial pilot was on departure from initial takeoff when the engine "popped" several times and stopped producing power. The pilot performed a forced landing in a rice field off the departure end of the runway. The pilot found the number one cylinder head cracked during a postaccident examination of the airplane. Additional examination of the airplane revealed damage to the left aileron and both horizontal stabilizers. Additional examination of the cracked cylinder head could not be accomplished and a cause of the failure was not determined.

Probable Cause and Findings

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

Findings

Aircraft	Recip eng cyl section - Failure

Factual Information

History of Flight

Initial climb	Loss of engine power (total) (Defining event)
Initial climb	Off-field or emergency landing

On April 7, 2009, at 1206 central daylight time, an Air Tractor AT-301 airplane, N36597, was substantially damaged during a forced landing following a loss of engine power near Corning, Arkansas. The commercial pilot was not injured. The flight was being conducted under the provisions of Title 14 Code of Federal Regulations Part 91 without a flight plan. The cross country flight was originating from Corning Municipal Airport (4M9), Corning, Arkansas. Visual meteorological conditions prevailed at the time of the accident.

The pilot stated he had just purchased the airplane and the accident flight was his first in that airplane. He and a mechanic examined the airplane prior to flight and did not observe any anomalies with the airplane or engine. The pilot started the engine and allowed it to idle and warm up for fifteen minutes prior to taxiing to takeoff. He stated the preflight and engine run-up were normal.

The pilot reported he was on departure from initial takeoff when the engine "popped" several times and stopped producing power. The pilot performed a forced landing in a rice field off the departure end of the runway. The pilot found the number one cylinder head cracked during a post accident examination of the airplane.

Examination of the airplane revealed damage to the left aileron and both horizontal stabilizers bent downward. Examination of the cracked cylinder head was not possible and a cause of the failure was not determined.

Pilot Information

Certificate:	Commercial	**Age:**	Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Single
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 With waivers/limitations	**Last FAA Medical Exam:**	
Occupational Pilot:		**Last Flight Review or Equivalent:**	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	AIR TRACTOR INC	**Registration:**	N36597
Model/Series:	AT-301	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Restricted (Special)	**Serial Number:**	301-0331
Landing Gear Type:	Tailwheel	**Seats:**	1
Date/Type of Last Inspection:		**Certified Max Gross Wt.:**	
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	P&W
ELT:		**Engine Model/Series:**	R1340 SERIES
Registered Owner:	WENZEL RICHARD E	**Rated Power:**	600 Horsepower
Operator:	WENZEL RICHARD E	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:		**Condition of Light:**	
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:	Corning, AR (4M9)	**Type of Flight Plan Filed:**	Unknown
Destination:		**Type of Clearance:**	
Departure Time:		**Type of Airspace:**	

Airport Information

Airport:	Corning Municipal Airport 4M9	**Runway Surface Type:**	
Airport Elevation:	292 ft msl	**Runway Surface Condition:**	
Runway Used:		**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	None

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:**	36.410083,-90.579666(est)

Administrative Information

Investigator In Charge (IIC):	Baker, Daniel
Additional Participating Persons:	Chris Kliewer; FAA; Little Rock, AR
Original Publish Date:	September 10, 2009
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=73615