



Aviation Investigation Final Report

Location:	HAWKINSVILLE, Georgia	Accident Number:	ATL91LA128
Date & Time:	July 12, 1991, 09:30 Local	Registration:	N31691
Aircraft:	Air Tractor AT-301	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE AG PILOT WAS COMPLETING HIS LAST SPRAY PASS WHEN THE ENGINE BEGAN TO RUN ROUGHLY. HE PULLED UP TO SHUT OFF THE SPRAY PUMP, AND THE ENGINE SUBSEQUENTLY QUIT. HE ATTEMPTED TO FORCE LAND THE AIRPLANE ON A DIRT FARM ROAD, HOWEVER UPON TOUCHDOWN HE WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL ON THE ROUGH SURFACE. THE AIRPLANE COLLIDED WITH A DITCH, AND WAS SUBSTANTIALLY DAMAGED. AN FAA INSPECTOR VISITED THE CRASH SITE AND EXAMINED THE WRECKAGE. THE AIRCRAFT HAD AN ADEQUATE AMOUNT OF FUEL ON BOARD, AND NO EVIDENCE OF A MECHANICAL FAILURE OR MALFUNCTION COULD BE FOUND. THE ENGINE WAS STARTED AND SUCCESSFULLY RAN AFTER THE ACCIDENT. THE REASON FOR THE ENGINE POWER LOSS COULD NOT BE DETERMINED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A COMPLETE LOSS OF ENGINE POWER FOR UNDETERMINED REASONS. A FACTOR IN THIS ACCIDENT WAS: THE ROUGH, UNEVEN TERRAIN AT THE FORCED LANDING SITE.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Commercial	Age:	64, 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-w/ waivers/lim	Last FAA Medical Exam:	February 4, 1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	17267 hours (Total, all aircraft), 4239 hours (Total, this make and model), 17267 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 129 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Air Tractor	Registration:	N31691
Model/Series:	AT-301 AT-301	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	301-0585
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	February 13, 1991 100 hour	Certified Max Gross Wt.:	7710 lbs
Time Since Last Inspection:	70 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3412 Hrs	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	1340
Registered Owner:	THIRD DISTRICT FLYING SERVICE	Rated Power:	600 Horsepower
Operator:	THIRD DISTRICT FLYING SERVICE	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ABY ,197 ft msl	Distance from Accident Site:	43 Nautical Miles
Observation Time:	10:00 Local	Direction from Accident Site:	220°
Lowest Cloud Condition:	Scattered / 3300 ft AGL	Visibility	7 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	33°C / 24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HAWKINSVILLE , GA (NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

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:	32.279533,-83.470001(est)

Administrative Information

Investigator In Charge (IIC):	Sasser iii, Roff
Additional Participating Persons:	JR. W.J. WALL; COLLEGE PARK , GA
Original Publish Date:	September 28, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=8432

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](#).