The airplane experienced a loss of engine power while maneuvering at a low altitude during an aerial application flight. The pilot was unable to regain engine power after he turned the boost pump on and moved the throttle control to the full forward position. He then performed a forced landing on terraced terrain. A postaccident engine examination revealed evidence of continued rotation when the airplane impacted the ground. Examination of the fuel control unit (FCU) revealed that the bellows spring was fractured and the overspeed governor ball head bearing retainer was fragmented. Pieces of the fragmented retainer were found within the flow divider and fuel manifold. An unidentified contaminant was observed on the bearing race shoulder which misaligned the ball head bearing. The FCU was reportedly overhauled in 2003, but there were no component or aircraft records indicating the FCU’s maintenance and installation since its manufacture. A search of the Federal Aviation Administration’s service difficulty database did not specifically cite failures of the ball head bearing retainer, and the failures that were listed did not indicate the nature of those failures. The FCU manufacturer reported having no record of failures of the ball head bearing retainer; however, the repair facility that overhauled the FCU reported they had seen failures of the ball head bearing retainer.

**Flight Events**
Maneuvering-low-alt flying - Powerplant sys/comp malf/fail
Maneuvering-low-alt flying - Fuel contamination
Maneuvering-low-alt flying - Loss of engine power (partial)
Emergency descent - Loss of engine power (partial)
Landing-flare/touchdown - Collision with terr/obj (non-CFIT)

**Probable Cause**
The National Transportation Safety Board determines the probable cause(s) of this accident to be:
A component failure of the fuel control unit, which resulted in a loss of engine power.

**Findings**
Aircraft-Aircraft power plant-Engine fuel and control-Fuel controlling system-Failure - C
Organizational issues-Support/oversight/monitoring-Documentation/record keeping-(general)-Not specified
The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.
The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.