



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BROWNFIELD, TX	<b>Accident Number:</b>	FTW96LA374
<b>Date &amp; Time:</b>	09/01/1996, 1145 CDT	<b>Registration:</b>	N1502F
<b>Aircraft:</b>	Air Tractor AT-401	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

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## Analysis

According to the operator, during the landing on a private ag-strip, a slight crosswind resulted in the airplane diverting into an adjacent cotton field. The airplane bounced across soft crop rows for 60 feet to 70 feet until the left landing gear collapsed, at which point the left wing struck the ground and the motor/prop struck the ground subsequently flipping the aircraft completely over.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during landing roll. A factor was the crosswind.

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: NOSE OVER  
Phase of Operation: LANDING - ROLL

## Factual Information

On September 1, 1996, at 1145 central daylight time, an Air Tractor AT-401, N1502F, was substantially damaged during landing near Brownfield, Texas. The commercial pilot, the sole occupant of the airplane, was not injured. The airplane was registered to and operated by Foshee Flying Service under Title 14 CFR Part 137. Visual meteorological conditions prevailed for the local aerial application flight which originated from a private Ag-strip approximately 45 minutes before the accident. A flight plan was not filed.

The operator stated, in the NTSB Pilot/Operator Aircraft Accident Report, that during the landing on a private ag-strip, a "slight crosswind" resulted in the airplane diverting into an adjacent cotton field. "The plane was bouncing across soft crop rows for 60 feet to 70 feet until the left landing gear collapsed, at which point the left wing struck the ground and the motor/prop struck the ground subsequently flipping the aircraft completely over."

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	58, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	03/28/1996
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	6272 hours (Total, all aircraft), 1600 hours (Total, this make and model), 6000 hours (Pilot In Command, all aircraft), 300 hours (Last 90 days, all aircraft), 200 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Air Tractor	Registration:	N1502F
Model/Series:	AT-401 AT-401	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	401-0819
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	03/19/1996, Annual	Certified Max Gross Wt.:	7860 lbs
Time Since Last Inspection:	299 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1711 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-1340
Registered Owner:	FOSHEE SPRAYING SERVICE, INC.	Rated Power:	600 hp
Operator:	FOSHEE SPRAYING SERVICE, INC.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	JLPG

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	22° C / 18° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1100 CDT	Type of Airspace:	Class G

## Airport Information

Airport:	J&L FARMS (NONE)	Runway Surface Type:	Gravel
Airport Elevation:	3350 ft	Runway Surface Condition:	Dry; Rough
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	4000 ft / 25 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	JAMES F STRUHSAKER	<b>Report Date:</b>	08/25/1997
<b>Additional Participating Persons:</b>	JOHN H BOATRIGHT; LUBBOCK, TX		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsbt.gov/pubdms/">http://dms.ntsbt.gov/pubdms/</a> .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).