



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## 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

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

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	58
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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

<b>Aircraft Make:</b>	Air Tractor	<b>Registration:</b>	N1502F
<b>Model/Series:</b>	AT-401 AT-401	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	FOSHEE SPRAYING SERVICE, INC.	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	R-1340
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	Unknown / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / 15 knots, 140°
<b>Temperature:</b>	22° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Airport Information

<b>Airport:</b>	J&L FARMS (NONE)	<b>Runway Surface Type:</b>	Gravel
<b>Runway Used:</b>	18	<b>Runway Surface Condition:</b>	Dry; Rough
<b>Runway Length/Width:</b>	4000 ft / 25 ft		

## 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>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	JAMES F STRUHSAKER	<b>Adopted Date:</b>	08/25/1997
<b>Investigation Docket:</b>	NTSB accident and incident docket 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.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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