



National Transportation Safety Board Aviation Accident Final Report

Location:	HIGHMORE, SD	Accident Number:	CHI98LA118
Date & Time:	04/03/1998, 0910 CST	Registration:	N1008T
Aircraft:	Air Tractor AT-401	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot reported that during the takeoff roll he noticed the airplane was not accelerating normally. He reported that he checked the manifold pressure and RPM's, and that the RPM's were low. He checked the propeller control at full forward. The pilot reported that he veered to the right to avoid a highway at the end of the runway. The airplane went through a fence and into a pasture, breaking the left landing gear as it slid to a stop. The airplane was inspected. The engine was started and run to approximately 1,800 RPM and the operation appeared normal. A small amount of water was drained from the right fuel cell.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot failed to abort the takeoff in a timely manner and could not stop on the runway.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. POWERPLANT - UNDETERMINED
2. FUEL SYSTEM - CONTAMINATION, WATER

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

3. TERRAIN CONDITION - SOFT
4. (C) ABORTED TAKEOFF - IMPROPER - PILOT IN COMMAND

Factual Information

On April 3, 1998, at 0910 central standard time, an Air Tractor AT-401, N1008T, operated by Kroeplin Ag Service, was substantially damaged when the airplane veered off the runway during the takeoff roll and went through a ditch. The commercial pilot was not injured. The CFR Part 137 flight was departing a grass airstrip near Highmore, South Dakota, on a local flight. Visual meteorological conditions prevailed and no flight plan had been filed.

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Pilot Information

Certificate:	Commercial	Age:	39, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/09/1997
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	12500 hours (Total, all aircraft), 3000 hours (Total, this make and model), 12200 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Air Tractor	Registration:	N1008T
Model/Series:	AT-401 AT-401	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	401-0703
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	10/06/1997, Annual	Certified Max Gross Wt.:	7860 lbs
Time Since Last Inspection:	20 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4199 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-1340
Registered Owner:	KRECHARD KROEPLIN L.L.C.	Rated Power:	600 hp
Operator:	KRECHARD KROEPLIN L.L.C.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	KA9G

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PIR, 1734 ft msl	Distance from Accident Site:	37 Nautical Miles
Observation Time:	0851 CST	Direction from Accident Site:	245°
Lowest Cloud Condition:	Scattered / 2900 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	8° C / 2° C
Precipitation and Obscuration:			
Departure Point:	(9D0)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0910 CST	Type of Airspace:	Class E

Airport Information

Airport:	HIGHMORE MUNICIPAL (9D0)	Runway Surface Type:	Grass/turf
Airport Elevation:	1800 ft	Runway Surface Condition:	Soft
Runway Used:	12	IFR Approach:	
Runway Length/Width:	2800 ft / 100 ft	VFR Approach/Landing:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JIM SILLIMAN	Report Date:	05/19/1999
Additional Participating Persons:	RILEY WALLINGFORD; RAPID CITY, IA		
Publish Date:			
Investigation Docket:	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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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