



National Transportation Safety Board Aviation Accident Final Report

Location:	Angie, LA	Accident Number:	FTW02LA010
Date & Time:	10/01/2001, 1500 CDT	Registration:	N402RW
Aircraft:	Air Tractor 402	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The airplane had been conducting aerial application flights from a grass airstrip. During the 18th departure from the airstrip, the engine lost partial power during the takeoff roll. The pilot aborted the takeoff; however, insufficient runway remained, and the airplane overran the departure end of the airstrip and collided with trees. The reason for the partial loss of engine power was not determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the loss of engine power during takeoff for undetermined reasons.

Findings

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

Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: OVERRUN
Phase of Operation: TAKEOFF - ABORTED

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: OTHER

Findings
2. OBJECT - TREE(S)

Factual Information

On October 1, 2001, approximately 1500 central daylight time, an Air Tractor 402 agricultural airplane, N402RW, was substantially damaged during a runway overrun following a partial loss of engine power during takeoff from a private grass airstrip near Angie, Louisiana. The turbine powered airplane was registered to and operated by Payne Flying Service of Pelahatchie, Mississippi. The commercial pilot, sole occupant of the airplane, was not injured. Visual meteorological conditions prevailed and a flight plan was not filed for the 14 Code of Federal Regulations Part 137 aerial application flight. The local flight was originating at the time of the accident.

The pilot reported that during the 18th flight of the day from the airstrip, the engine lost partial power during the takeoff roll. The pilot aborted the takeoff; however, due to the insufficient runway available, the airplane overran the departure end of the airstrip and collided with trees at the end of the airstrip.

The reason for the loss of engine power was not determined.

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/12/2001
Occupational Pilot:		Last Flight Review or Equivalent:	03/10/1999
Flight Time:	6727 hours (Total, all aircraft), 2000 hours (Total, this make and model), 6100 hours (Pilot In Command, all aircraft), 400 hours (Last 90 days, all aircraft), 200 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Air Tractor	Registration:	N402RW
Model/Series:	402	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	402A-0822
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	12/20/2000, Annual	Certified Max Gross Wt.:	11500 lbs
Time Since Last Inspection:	920 Hours	Engines:	1 Turbo Prop
Airframe Total Time:	3974 Hours at time of accident	Engine Manufacturer:	Pratt & Whitney Canada
ELT:	Not installed	Engine Model/Series:	PT6A-15AG
Registered Owner:	Cecil Payne	Rated Power:	715 hp
Operator:	Cecil Payne	Operating Certificate(s) Held:	
Operator Does Business As:	Payne Flying Service	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	33° C / 24° C
Precipitation and Obscuration:			
Departure Point:	Angie, LA (NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1500 CDT	Type of Airspace:	Class G

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:	30.205278, -91.987500

Administrative Information

Investigator In Charge (IIC): Alexander Lemishko **Report Date:** 11/25/2003

Additional Participating Persons: Richard Fletcher; FAA; Oklahoma City, OK

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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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](#).