



# National Transportation Safety Board Aviation Accident Factual Report

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|--------------------------------|------------------------|-------------------------|-------------|
| <b>Location:</b>               | Marmaduke, AR          | <b>Accident Number:</b> | FTW03LA004  |
| <b>Date &amp; Time:</b>        | 10/02/2002, 1430 CDT   | <b>Registration:</b>    | N155HF      |
| <b>Aircraft:</b>               | Air Tractor AT-400     | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                        | <b>Injuries:</b>        | 1 Minor     |
| <b>Flight Conducted Under:</b> | Part 137: Agricultural |                         |             |

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On October 2, 2002, at 1430 central daylight time, an Air Tractor AT-400, agricultural airplane, N155HF, sustained substantial damage following a loss of control during an aerial application flight near Marmaduke, Arkansas. The airplane was owned and operated by Kuntz Aviation of Carthage, Mississippi, under Code of Federal Regulations Part 137. The commercial pilot, sole occupant, received minor injuries. Visual meteorological conditions prevailed for the local flight, and a flight plan was not filed. The flight originated at an unknown time.

The pilot and local authorities reported that the winds were "strong" from the southwest. During the aerial application entry to the cotton field a gust of wind struck the airplane and the airplane struck the ground. Subsequently, the airplane skidded approximately 39 feet, the left main landing gear collapsed, and the airplane skidded an additional 366 feet before coming to rest upright in the cotton field. The empennage separated from the airframe and the left wing was damaged.

On the Pilot/Operator Aircraft Accident Form (NTSB Form 6120.1/2) the operator reported that two fields were being sprayed from east to the west with a set of power lines running north and south between the fields. The pilot would fly the airplane over the power lines and then descend to spray the field. During the accident swath descent to spray the field, the airplane struck the ground.

At 1453, the weather observation facility at Jonesboro, Arkansas, located approximately 22 nautical miles southwest of the accident site, reported the wind from 250 degrees at 4 knots, visibility 10 statute miles, few clouds at 4,000 feet agl and a broken ceiling at 5,500 feet agl, temperature 31 degrees Celsius (88 degrees Fahrenheit), dew point 22 degrees Celsius (71 degrees Fahrenheit), and an altimeter setting of 30.01 inches of Mercury. Towering cumulus clouds were reported in all quadrants.

## Pilot Information

|                                  |  |  |                            |
|----------------------------------|--|--|----------------------------|
| <b>Certificate:</b>              | Commercial                             | <b>Age:</b>                              | 39, Male                   |
| <b>Airplane Rating(s):</b>       | Single-engine Land                     | <b>Seat Occupied:</b>                    | Center                     |
| <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--no waivers/lim. | <b>Last FAA Medical Exam:</b>            | 02/12/2002                 |
| <b>Occupational Pilot:</b>       |  | <b>Last Flight Review or Equivalent:</b> |                            |
| <b>Flight Time:</b>              | 11000 hours (Total, all aircraft)      |  |                            |

## Aircraft and Owner/Operator Information

|                                      |                                  |                                       |                 |
|--------------------------------------|----------------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Air Tractor                      | <b>Registration:</b>                  | N155HF          |
| <b>Model/Series:</b>                 | AT-400                           | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                                  | <b>Amateur Built:</b>                 | No              |
| <b>Airworthiness Certificate:</b>    | Restricted                       | <b>Serial Number:</b>                 | 0488            |
| <b>Landing Gear Type:</b>            | Tailwheel                        | <b>Seats:</b>                         | 1               |
| <b>Date/Type of Last Inspection:</b> | 03/28/2002, Annual               | <b>Certified Max Gross Wt.:</b>       |                 |
| <b>Time Since Last Inspection:</b>   | 400 Hours                        | <b>Engines:</b>                       | 1 Turbo Prop    |
| <b>Airframe Total Time:</b>          | 6200 Hours as of last inspection | <b>Engine Manufacturer:</b>           | Pratt & Whitney |
| <b>ELT:</b>                          | Not installed                    | <b>Engine Model/Series:</b>           | PT6A-20         |
| <b>Registered Owner:</b>             | Glenn Kuntz                      | <b>Rated Power:</b>                   | 550 hp          |
| <b>Operator:</b>                     | Glenn Kuntz                      | <b>Operating Certificate(s) Held:</b> |                 |
| <b>Operator Does Business As:</b>    | Kuntz Aviation                   | <b>Operator Designator Code:</b>      | ZPJG            |

## Meteorological Information and Flight Plan

|                                  |                      |   |                   |
|----------------------------------|----------------------|---|-------------------|
| Conditions at Accident Site:     | Visual Conditions    | Condition of Light:                     | Day               |
| Observation Facility, Elevation: | JBR, 262 ft msl      | Distance from Accident Site:            | 22 Nautical Miles |
| Observation Time:                | 1453 CDT             | Direction from Accident Site:           | 45°               |
| Lowest Cloud Condition:          | Few / 4000 ft agl    | Visibility                              | 10 Miles          |
| Lowest Ceiling:                  | Broken / 5500 ft agl | Visibility (RVR):                       |                   |
| Wind Speed/Gusts:                | 4 knots /            | Turbulence Type<br>Forecast/Actual:     | /                 |
| Wind Direction:                  | 250°                 | Turbulence Severity<br>Forecast/Actual: | /                 |
| Altimeter Setting:               | 30.01 inches Hg      | Temperature/Dew Point:                  | 31° C / 22° C     |
| Precipitation and Obscuration:   |                      |   |                   |
| Departure Point:                 | Marmaduke, AR        | Type of Flight Plan Filed:              | None              |
| Destination:                     |                      | Type of Clearance:                      | None              |
| Departure Time:                  | CDT                  | Type of Airspace:                       | Class G           |

## Wreckage and Impact Information

|                     |         |                      |                       |
|---------------------|---------|----------------------|-----------------------|
| Crew Injuries:      | 1 Minor | Aircraft Damage:     | Substantial           |
| Passenger Injuries: | N/A     | Aircraft Fire:       | None                  |
| Ground Injuries:    | N/A     | Aircraft Explosion:  | None                  |
| Total Injuries:     | 1 Minor | Latitude, Longitude: | 35.831944, -90.646111 |

## Administrative Information

|                                   |  |
|-----------------------------------|--|
| Investigator In Charge (IIC):     | Joyce Roach  |
| Additional Participating Persons: | Wesley D Crook; FAA FSDO; Little Rock, AR  |
| 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 <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> . |