



# National Transportation Safety Board Aviation Accident Final Report

|                                |                        |                         |             |
|--------------------------------|------------------------|-------------------------|-------------|
| <b>Location:</b>               | Hampton, IA            | <b>Accident Number:</b> | CHI07LA246  |
| <b>Date &amp; Time:</b>        | 08/01/2007, 0915 CDT   | <b>Registration:</b>    | N50877      |
| <b>Aircraft:</b>               | Air Tractor AT-502B    | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                        | <b>Injuries:</b>        | 1 None      |
| <b>Flight Conducted Under:</b> | Part 137: Agricultural |                         |             |

## Analysis

The airplane was substantially damaged when it struck a ditch along the edge of the runway during an aborted landing. The pilot reported that there was a right 45 degree crosswind at 20 knots which decreased just as he was touching down. The airplane then yawed to the right and the pilot applied power to execute an aborted landing. The airplane subsequently became airborne and crossed over the ditch along the right side of the runway. The airplane settled to the ground and the left wing tip struck the ditch edge. The airplane subsequently spun to the left, the right landing gear collapsed, and the airplane slid across the runway.

## 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. Contributing to the accident was a ditch.

## Findings

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

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - ABORTED

### Findings

2. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND  
3. (F) TERRAIN CONDITION - DITCH

## Factual Information

On August 1, 2007, about 0915 central daylight time, an Air Tractor AT-502B, operated by Keller Flying Service, and piloted by a commercial pilot, sustained substantial damage during an aborted landing on runway 17 (4,018 feet by 75 feet), at the Hampton Municipal Airport (HPT), Hampton, Iowa. The 14 CFR Part 137 aerial application flight was operating in visual meteorological conditions without a flight plan. No injuries were reported. The local flight originated at an unconfirmed time.

The pilot stated that while landing on runway 17 at HPT the winds were about 20 knots from the southwest. He said that just as he was touching down the wind speed decreased, which resulted in the airplane yawing to the right. He said that the tires began to skip and he applied power to execute a go-around. He stated that as he crossed the ditch along the right side of the runway the airplane settled to the ground and the left wing tip struck the ditch. The airplane subsequently spun to the left, the right landing gear collapsed, and the airplane slid across the runway.

## Pilot Information

|                                  |                                  |  |                            |
|----------------------------------|----------------------------------|--|----------------------------|
| <b>Certificate:</b>              | Commercial                       | <b>Age:</b>                              | 57, Male                   |
| <b>Airplane Rating(s):</b>       | Single-engine Land               | <b>Seat Occupied:</b>                    | Center                     |
| <b>Other Aircraft Rating(s):</b> | Helicopter                       | <b>Restraint Used:</b>                   | Seatbelt, Shoulder harness |
| <b>Instrument Rating(s):</b>     | Airplane                         | <b>Second Pilot Present:</b>             | No                         |
| <b>Instructor Rating(s):</b>     | None                             | <b>Toxicology Performed:</b>             | No                         |
| <b>Medical Certification:</b>    | Class 2 With Waivers/Limitations | <b>Last Medical Exam:</b>                | 10/01/2006                 |
| <b>Occupational Pilot:</b>       |                                  | <b>Last Flight Review or Equivalent:</b> |                            |
| <b>Flight Time:</b>              |                                  |  |                            |

## Aircraft and Owner/Operator Information

|                               |                            |                                    |                        |
|-------------------------------|----------------------------|------------------------------------|------------------------|
| Aircraft Manufacturer:        | Air Tractor                | Registration:                      | N50877                 |
| Model/Series:                 | AT-502B                    | Aircraft Category:                 | Airplane               |
| Year of Manufacture:          |                            | Amateur Built:                     | No                     |
| Airworthiness Certificate:    | Restricted                 | Serial Number:                     | 502B-0472              |
| Landing Gear Type:            | Tailwheel                  | Seats:                             | 1                      |
| Date/Type of Last Inspection: | Unknown                    | Certified Max Gross Wt.:           | 8000 lbs               |
| Time Since Last Inspection:   |                            | Engines:                           | 1 Turbo Shaft          |
| Airframe Total Time:          |                            | Engine Manufacturer:               | Pratt & Whitney Canada |
| ELT:                          | Not installed              | Engine Model/Series:               | PT6A                   |
| Registered Owner:             | Keller Flying Service, LLC | Rated Power:                       | 750 hp                 |
| Operator:                     | Keller Flying Service, LLC | Air Carrier Operating Certificate: |                        |
| Operator Does Business As:    |                            | Operator Designator Code:          | YKFG                   |

## Meteorological Information and Flight Plan

|                                  |                                  |                              |                   |
|----------------------------------|----------------------------------|------------------------------|-------------------|
| Observation Facility, Elevation: |                                  | Observation Time:            |                   |
| Distance from Accident Site:     |                                  | Condition of Light:          | Day               |
| Direction from Accident Site:    |                                  | Conditions at Accident Site: | Visual Conditions |
| Lowest Cloud Condition:          |                                  | Temperature/Dew Point:       |                   |
| Lowest Ceiling:                  |                                  | Visibility                   |                   |
| Wind Speed/Gusts, Direction:     | 20 knots, 225°                   | Visibility (RVR):            |                   |
| Altimeter Setting:               |                                  | Visibility (RVV):            |                   |
| Precipitation and Obscuration:   | No Obscuration; No Precipitation |                              |                   |
| Departure Point:                 | Hampton, IA (HPT)                | Type of Flight Plan Filed:   | None              |
| Destination:                     |                                  | Type of Clearance:           | None              |
| Departure Time:                  | CDT                              | Type of Airspace:            |                   |

## Airport Information

|                      |                    |                           |                 |
|----------------------|--------------------|---------------------------|-----------------|
| Airport:             | HAMPTON MUNI (HPT) | Runway Surface Type:      | Concrete        |
| Airport Elevation:   | 1176 ft            | Runway Surface Condition: | Dry             |
| Runway Used:         | 17                 | IFR Approach:             | None            |
| Runway Length/Width: | 4018 ft / 75 ft    | VFR Approach/Landing:     | Traffic Pattern |

## 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 |                            |             |

## Administrative Information

**Investigator In Charge (IIC):** John M Brannen **Adopted Date:** 08/28/2008

**Additional Participating Persons:** Kyle Thurston; Des Moines, Iowa FSDO

**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](mailto: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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