



National Transportation Safety Board Aviation Accident Preliminary Report

Location:	Columbus, MS	Accident Number:	CEN19LA334
Date & Time:	09/27/2019, 1045 EDT	Registration:	N801BF
Aircraft:	Air Tractor AT802	Injuries:	1 Serious
Flight Conducted Under:	Part 137: Agricultural		

On September 27, 2019, about 1045 eastern daylight time, an Air Tractor AT802 airplane, N801BF, sustained substantial damage during an impact with terrain following a partial loss of engine power. The airplane was registered to and operated by Brignac Flying Service as a 14 *Code of Federal Regulations* Part 137 aerial application flight when the accident occurred. The commercial pilot sustained serious injuries. Visual meteorological conditions prevailed and no flight plan had been filed.

According to the pilot, during a chemical application pass over a field from north to south, he noticed the engine torque "had crept up." As he departed the field to the south, he attempted to reduce engine torque, but noticed the power lever "felt stuck." Since there was more room on the north end of the field to maneuver, he left the power lever where it was and re-entered the field. Following the subsequent pass from south to north, he pulled up and again tried to move the power lever. When it would not move, he increased pressure and it "broke free." The engine then went uncommanded to idle power. He attempted to increase the power but moving the power lever had no effect on the engine. The pilot then selected an emergency landing area, but was too high and too fast, and selected an alternate area. Upon touchdown, the left wing impacted a tree and the airplane cartwheeled prior to coming to rest on its landing gear, upright. The airplane sustained substantial damage to both wings, the fuselage and tail section.

A post-accident examination of the airframe and engine found no mechanical malfunctions or anomalies that would have precluded normal operation. The engine was disassembled and contained signatures consistent with low power. Engine control continuity was established from the cockpit to the engine with no binding found.

The airplane was equipped with an engine monitor, which when downloaded, was found to contain no fuel flow information. The fuel control unit was removed from the engine and a detailed examination is pending.

The airplane was equipped with a Pratt and Whitney PT6A-67AG engine.

Aircraft and Owner/Operator Information

Aircraft Make:	Air Tractor	Registration:	N801BF
Model/Series:	AT802 A	Aircraft Category:	Airplane
Amateur Built:	No		
Operator:	Brignac Flying Service Llc	Operating Certificate(s) Held:	Agricultural Aircraft (137)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KGTR, 264 ft msl	Observation Time:	1356 UTC
Distance from Accident Site:	9 Nautical Miles	Temperature/Dew Point:	23° C / 19° C
Lowest Cloud Condition:		Wind Speed/Gusts, Direction:	11 knots / , 140°
Lowest Ceiling:	Broken / 2100 ft agl	Visibility:	10 Miles
Altimeter Setting:	30.09 inches Hg	Type of Flight Plan Filed:	
Departure Point:		Destination:	

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	33.498056, -88.418889 (est)

Administrative Information

Investigator In Charge (IIC):	David S Williams
Additional Participating Persons:	Kyle Schroeder; Air Tractor; Olney, TX Mike Jones; FAA; Jackson, MS
Note:	The NTSB did not travel to the scene of this accident.