



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Keokuk, IA	<b>Accident Number:</b>	CEN20LA276
<b>Date &amp; Time:</b>	07/12/2020, 1110 CDT	<b>Registration:</b>	N3104S
<b>Aircraft:</b>	Rockwell S2R R1340	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Ferry		

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On July 12, 2020, about 1110 central daylight time, a Rockwell Thrush S2R, N3104S, was substantially damaged when it was involved in an accident near Keokuk, Iowa. The commercial pilot was not injured. The airplane was being operated as a Title 14 *Code of Federal Regulations* (CFR) Part 91 ferry flight.

The agricultural airplane had just completed major repairs at a certified repair facility in Hayti, Missouri. Part of the repairs included the removal and reinstallation of both wings. The intent of the flight was to ferry the airplane cross-country from Hayti to its home base in Vinton, Iowa, with a planned fuel stop in Keokuk, Iowa. According to the pilot, he had topped off the airplane with 197 gallons of fuel prior to departure from Hayti. The pilot stated that after an uneventful enroute flight, he was flying about 1,500 -1,800 ft above ground level on a straight-in approach to runway 32 at Keokuk when there was an engine temperature surge and then a decrease. The engine stopped running and the pilot attempted restart procedures. The pilot assessed that he was not going to make it to the airport, which was about 3-4 miles away, and decided to land the airplane in a field. During the landing, the airplane sustained substantial damage. The pilot exited the airplane uninjured and emergency personnel arrived to assist.

Examination of the airplane after the accident revealed that a fuel vent line in the right wing was creased across a structural beam. The creased fuel vent was not consistent with impact damage, and restricted air from entering the fuel tank. Further examination of the vent line revealed that the installation right wing's vent line was not correct and the left wing's vent was installed properly.



Figure 1. Creased Fuel Vent Right Wing

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Rockwell	<b>Registration:</b>	N3104S
<b>Model/Series:</b>	S2R R1340 No Series	<b>Aircraft Category:</b>	Airplane
<b>Amateur Built:</b>	No		
<b>Operator:</b>	Wayson Air	<b>Operating Certificate(s) Held:</b>	Agricultural Aircraft (137)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 869 ft msl	Observation Time:	1252 CDT
Distance from Accident Site:	50 Nautical Miles	Temperature/Dew Point:	27° C / 17° C
Lowest Cloud Condition:	Scattered / 4600 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 360°
Lowest Ceiling:	None	Visibility:	10 Miles
Altimeter Setting:	29.93 inches Hg	Type of Flight Plan Filed:	None
Departure Point:	Hayti, MO (M28)	Destination:	Vinton, IA (VTI)

## 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:	40.442778, -91.424167 (est)

## Administrative Information

Investigator In Charge (IIC):	Alexander Lemishko
Additional Participating Persons:	Tony Will; FAA FSDO; Des Moines, IA Ed Martin; FAA FSDO; Minneapolis, MN Terry Humphrey; Ayers Thrush
Note:	The NTSB did not travel to the scene of this accident.