

--- On Wed, 8/29/12, [REDACTED] wrote:

From: [REDACTED]
Subject: N2008S Accident Report
To: [REDACTED]
Date: Wednesday, August 29, 2012, 9:10 PM

Johnny,
To complete the required reports we need:

Your hours flown the last 90 days before 8/3/2012.
Your hours flown within the last year.
A brief pilot report describing the accident day including any relevant information.

Thanks,

Robert D. Nash
Aviation Safety Inspector, Airworthiness
FSDO CE-07 Wichita, KS

[REDACTED]
[REDACTED]
Dear Robert:

Hours flown the past 90 days before 8/3/12, total 107 hrs.

Hours flown within the last year total 197 hrs.

Total hours as pilot in command all aircraft total 7347 hrs.

Total hours as pilot in command in Weatherly approx 2525 hrs.

My brief report describing the accident day with relevant treatment is as follows:
accident date of 8/2/12:

I completed preflight before takeoff which included draining all gas sumps, checking fuel, oil, and pulling prop through to check for hydraulic lock, and everything was okay.

I did proper warmup on engine before takeoff, checked flight controls, gauges, fuel, mag check and prop cycle. Everything checked out fine. I did static runup before takeoff roll and that went normal and was off runway in good time.

I did notice about a 30 RPM drop during takeoff from the normal RPM takeoffs, but it was still within normal operating range. After gaining about 50 feet of altitude, I immediately started losing power. I commenced to dump my load, hoping this would keep me airborne. However, I think the plane had lost most of its' power when I crashed landed in an open field, one mile north of my hangar. The plane seemed to roll a little to the right before impact at which time I felt it cartwheeled over at least once. When the dust finally settled, the engine and the spray tank was separated from the plane. The cockpit, in which I was in, was still intact with safety harness intact.

I had a cell phone and called wife and Vernon Storm, another spray pilot located 8 miles north of my hangar, and had them call emergency personnel.

If you need any further information, please contact me and I will provide what you need.

Sincerely,

Johnny Crist,
Farmers Aviation, Inc.

[REDACTED]