



MEMORANDUM OF RECORD

August 24, 2018

Accident Number: CEN15LA389

Location: Monroe, Nebraska

Make and Model Airplane, and N-Number: Air Tractor AT 502B, N61267

Date of the Accident: August 27, 2015

Subject: Summary of Information Gathered on Engine Components Examinations

The airplane's Walter/GE H60 engine was externally examined in Vernon, Texas the first week of September, 2015. Present was a representative from GE Aviation who noted the engine was found in a normal in-service condition. The propeller blades tips were bent back with some paint rubs consistent with the propeller coming in contact with the ground at low turning speed. Oil and fuel filters were examined and seemed clean. The engine was sent to Prime Turbine in Dallas, Texas, for examination and repair. The fuel control unit (FCU) fuel pump were removed September 29-30, 2015, and sent to GE Aviation, Velesin, Czech Republic, for examination. The Turbine Start Limit and Monitor (TSLM) was removed and sent to the NTSB Recorders Laboratory for readout. A preliminary report of what was found from the TSLM download in January 2016, showed there was a quick propeller RPM decay with no associated change in fuel flow or gas generator speed. This could only occur one of two ways; either there was a problem with the propeller or propeller governor, or the pilot inadvertently selected propeller feather position.

The FCU and fuel pump were examined at the GE Aviation facility in the Czech Republic, October 21, 2015. The examination revealed no anomalies. Both components functioned properly.

The assigned Investigator-in-Charge on this case retired from the National Transportation Safety Board in May 2017. This investigator took over the case in December 2017 to complete the investigation. From January to August, 2018, this investigator determined additional work was needed to complete the case and followed through with that. Part of completing the investigation was to determine the condition of the propeller governor after the accident as cited in the NTSB Recorders Laboratory's report on the TSLM readout. Other than a visual examination at the scene and at Prime Turbine when the engine was examined and repaired, no other examinations were conducted and no other information on the propeller governor, could it be located. On June 29, 2018, the Powerplants Group Chairman completed his work on the case. Why the propeller rpm decayed during the flight is undetermined.


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