

Fox Todd

From: Fox Todd
Sent: Thursday, July 9, 2020 9:36 AM
To: Maintenance Dept.
Cc: Garrett Frost; Fox Todd; Johnny.Victory [REDACTED]; Dakota Lowe; Doud, Les; Scarfo Jean-Pierre
Subject: RE: CEN20LA269 - NTSB Request (Air Tractor AT-602, N602NY)

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Brown,

Thank you for emailing your statement that provided additional detail concerning your onsite observations and engine startup/runup with the engine still installed on the airplane. In summary, your operational test run onsite, using the remaining fuel in the airplane's fuel system, established that the engine responded to power lever inputs, the propeller lever cycled the propeller without any anomalies, and that the engine was capable of generating 1,500 rpm. Additionally, all observed engine parameters were nominal during the engine test run.

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator

From: Maintenance Dept. [REDACTED] frostflying.com>
Sent: Thursday, July 9, 2020 9:07 AM
To: Fox Todd [REDACTED]; Garrett Frost [REDACTED]
Subject: Re: CEN20LA269 - NTSB Request (Air Tractor AT-602, N602NY)

Hello,

My examination of N602NY serial number 602-1245 concludes as follows; upon arrival I removed the left panel aft of registration number panel to observe aft fuselage damage and reattached panel. I then did a walk around to observe the damage to the empennage and to the wings. I did a sump on the right wing drain and left header tank drain. I did not keep samples of fuel. I did observe that there were fine particles from the right sump drain and left header tank drain. I could not sump the left wing drain due to seizure of the drain. I did a ground engine start and my observation of all engine parameters were normal. I did cycle the prop a couple of times; cycling the propeller was normal.. I did run the engine up to 1500 prop RPM to see if the engine would take throttle; all engine parameters and observations were normal. No more evaluation after this point.

We appreciate your business!

Thank you,
Frost Flying Maintenance

[REDACTED]
Marianna, AR 72360
[REDACTED]

On Wed, Jul 8, 2020 at 3:05 PM Fox Todd [REDACTED] wrote:

Mr. Jonathan Brown,

Thank you for returning my phone call this afternoon concerning the loss of engine power and forced landing of the Air Tractor AT-602 airplane (2014 model year, serial number 602-1245, FAA registration N602NY) on July 3rd near Newport, Arkansas.

A short summary of our conversation: As the Director of Maintenance for Frost Flying Inc, you responding to the accident site on Monday, July 6th, to examine the airplane at the request of the owner/operator. During your onsite examination you determined that each wing fuel tank had about 1/8 remaining (about 1/4 of the airplane's total fuel capacity remaining). You were able to sump fuel from the right wing tank and the header tank, but were unable to use the sump on the left wing tank because the quick-sump had seized. The fuel samples were free of water, but contained some fine particles that you were not concerned about. You were then able to startup and run the engine at the accident site without any problems. You stated that you did not perform a full engine runup. The airplane was not equipped with a digital engine monitor. You also mentioned that the damage to the structural tubes in the aft fuselage were the result of a ground loop during the forced landing in the field.

Please email me a statement detailing your observations and any troubleshooting that you completed while you were onsite.

Finally, as we agreed, Frost Flying Inc will not conduct any additional maintenance, troubleshooting, or repairs of the airplane or its engine until further notice. The NTSB and the Federal Aviation Administration (FAA) will be coordinating our efforts in the coming days on how we wish to proceed with our accident investigation.

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator