

6/2/2022

Statement dictated to Inspector
Johnny Victory.

I took off eastbound from Ryan Airport located at [REDACTED] England, AR headed to a field N/E of Humnake, AR. The aircraft was loaded with 3600 lbs of urea. I had fueled the aircraft about two (2) flights prior. It was about 5:00 pm and about the 35th flight of the day, with all previous flights uneventful. On this flight, immediately after takeoff I heard a loud "pop" and saw fire on the left side of the aircraft and lost power. I made sure my flaps were down and started looking for a good place to land. It initially felt like there was a slight recovery of power, but it failed, so I retarded the throttle and landed. The aircraft flipped on its top once I got into the muddy area of the field.

Michael Persons [REDACTED]
[REDACTED]



Michael J. Hodges
Aviation Accident Investigator / Investigator-In-Charge
Office of Aviation Safety, Central Regional Office

Date: June 6, 2022

Subject: CEN22LA228

The NTSB investigator-in-charge spoke with the owner of Webb Flying Service Inc., Dennis Webb.

Dennis reported that right before the accident, each fuel tank was half full of fuel.

Dennis was asked about possibility fuel exhaustion occurring with the loss of engine power and he believes that did not occur, and there was an unknown issue that caused the loss of engine power on takeoff.

The airplane was intending to fly to a rice field in a rural area to apply chemical.

Dennis was asked about copies of the fuel and chemical loading records, and he reported he does not have any.

Nothing Follows



Michael J. Hodges
Aviation Accident Investigator / Investigator-In-Charge
Office of Aviation Safety, Central Regional Office

Date: January 11, 2023

Subject: CEN22LA228

The NTSB investigator-in-charge spoke with the manager of Webb Flying Service Inc., Kelly Edmonton.

Kelly manages flight operations, ground operations, safety, and maintenance for Webb Flying Service. The operator flies two aerial application airplanes, both Air Tractor AT-602 airplanes (N5007R and another airplane).

The accident airplane got its fuel source (Jet A) from a fuel truck that is owned by the operator. The accident airplane was loaded with urea for the flight, to apply to a rice field. The operator's other Air Tractor AT-602 got its fuel from the same fuel truck. The other Air Tractor AT-602 had no issues with the engine or fuel since N5007R had the accident in June 2022. The fuel truck and the fuel quality inside the fuel truck would be checked at the first of the year and the middle of year by the operator. It would also be checked if there was any sort of fuel issue that would arise. He does not have any copies of the fuel and chemical loading records.

The pilot did not report any prior performance issues with the accident airplane's engine. During the week prior to the accident, the pilot reported the engine was operating the best it has been.

Kelly was informed about the contamination found inside of the airframe fuel filter (mounted on the firewall), including the fuel sample, on the filter, and inside of the bowl. He reported the airframe fuel filter would be inspected and cleaned every 100 hours, per the instructions listed in the Air Tractor AT-602 maintenance manual. The last time it was inspected and cleaned, along with any other information about the job that was performed, is listed in the maintenance records that were provided to the NTSB.

The operator has not had any recent issues with fuel contamination, prior to the accident.

Kelly did not know what the contamination found in the airframe fuel filter was. He did not know where the contamination originated from, nor did he know how the contamination entered the airplane fuel system. He reported if he comes across any additional information regarding the contamination, he will share it with the NTSB.

Nothing Follows



Michael J. Hodges
Aviation Accident Investigator / Investigator-In-Charge
Office of Aviation Safety, Central Regional Office

Date: February 6, 2024

Subject: CEN22LA228

The NTSB investigator-in-charge spoke with the owner of Webb Flying Service Inc., Dennis Webb.

For the accident flight, where N5007R lost engine power, the airplane was loaded with urea. It was reported to Dennis that the contamination found in the engine and the airframe fuel filter (on the firewall), appeared to be fertilizer. Dennis did not know what kind of fertilizer it could have been.

Dennis was asked if he knew how the contamination may have gotten inside of the airplane's fuel system and he reported it was a mystery and he does not know.

It was explained that the airplane maintenance records were reviewed, and it seems the last time the airframe fuel filter (on the firewall) was inspected and cleaned was on 08/12/2021 at 1,285.5 hours (Hobbs). The accident occurred on 06/01/2022 at 1,429.5 hours (Hobbs). The Air Tractor AT-602 Maintenance Manual states that the airframe fuel filter (on the firewall) is to be inspected and cleaned every 100 hours. It appears that the airplane was flown about 44 hours past the inspection deadline. Dennis was asked about why the airplane was flown past the 100-hour limit on inspecting the airframe fuel filter (on the firewall), and he reported he didn't know what the NTSB was talking about. He reported that the engine was removed from the airplane in May 2022 for maintenance work at R.T. Turbines, just prior to the accident occurring, and the engine had about 45 hours on it at the time of the accident.

Dennis reported that he does not have any additional airplane maintenance records and all the airplane maintenance records were previously submitted to the NTSB.

Nothing Follows