



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Panama City, FL	<b>Accident Number:</b>	ANC05CA040
<b>Date &amp; Time:</b>	03/02/2005, 0645 CST	<b>Registration:</b>	N5006V
<b>Aircraft:</b>	Air Tractor AT-602	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

The operator reported that the certificated commercial pilot was departing from a private airstrip in a turbine-powered airplane with 3,500 pounds of fertilizer on board. The operator noted that the accident flight was the pilot's first flight of the day, and that there was "heavy frost on the aircraft" prior to departure. During the pilot's takeoff run on the rough and uneven airstrip, the airplane's main wheels struck a bump that bounced the airplane into the air. Once the airplane was airborne, it rolled left, and the left wing struck the ground. The operator wrote, in part: "At this point, the aircraft was trying to gain altitude, but stalled and went into the trees under full power..." The airplane sustained substantial damage to the wings, fuselage, and empennage. The operator reported that there were no preaccident mechanical anomalies with the airplane.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to remove frost from the airplane which resulted in an inadvertent stall/mush during the takeoff/initial climb, and an in-flight collision with trees. Contributing to the accident were the rough and uneven airstrip, and degraded aircraft performance due to frost on the wing.

## Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. LIFT-OFF - PREMATURE

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

3. WING - FROST
4. (C) ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
5. (F) AIRCRAFT PERFORMANCE - DETERIORATED
6. AIRSPEED(VS) - NOT ATTAINED - PILOT IN COMMAND
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

Findings

8. OBJECT - TREE(S)

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	47
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	27701 hours (Total, all aircraft), 10400 hours (Total, this make and model), 26100 hours (Pilot In Command, all aircraft), 87 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Air Tractor	<b>Registration:</b>	N5006V
<b>Model/Series:</b>	AT-602	<b>Engines:</b>	1 Turbo Prop
<b>Operator:</b>	Gentry's Flying Service	<b>Engine Manufacturer:</b>	Pratt & Whitney Canada
<b>Air Carrier Operating Certificate:</b>		<b>Engine Model/Series:</b>	PT6A-45R
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

### Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>		<b>Weather Information Source:</b>	Pilot
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	5 knots, 330°
<b>Temperature:</b>	-2° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Panama City, FL	<b>Destination:</b>	Panama City, FL

### Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Dirt
<b>Runway Used:</b>		<b>Runway Surface Condition:</b>	Rough
<b>Runway Length/Width:</b>			

## 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

## Administrative Information

Investigator In Charge (IIC):	Clinton O Johnson	Adopted Date:	07/07/2005
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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