



National Transportation Safety Board Aviation Accident Factual Report

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|--------------------------------|------------------------|-------------------------|-------------|
| Location: | Jasper, TX | Accident Number: | DFW06LA121 |
| Date & Time: | 05/01/2006, 0800 CDT | Registration: | N8504T |
| Aircraft: | Air Tractor AT-802A | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 Minor |
| Flight Conducted Under: | Part 137: Agricultural | | |

On 1 May 2006, at 0800 central daylight time, a single-engine Air Tractor AT-802A agricultural airplane, N8504T, was substantially damaged during a forced landing following a reported loss of engine power near Jasper, Texas. The commercial pilot, sole occupant of the airplane, sustained minor injuries. The airplane was registered to Ag Pilots, Inc., of Onalaska, Texas, and was being operated by Thrash Aviation. Visual meteorological conditions prevailed for the aerial application flight for which a flight plan was not filed. The local flight originated from the Jasper County Airport (JAS) at time unknown.

The turbine powered agricultural airplane was loaded with a payload of 5,500 pounds of chemicals prior to a local aerial application flight. The 8,500-hour non-instrument rated commercial pilot reported to local authorities that while in-flight he experienced some problems with the on-board agricultural-navigation system; however, he elected to proceed to the field to be sprayed. While enroute to the field, the PT6A series engine surged a couple of time and lost power. The pilot attempted to execute a forced landing to a pasture. During the approach, the pilot was forced to make a sharp turn to avoid colliding with a fence, resulting in a hard landing and a loss of directional control.

The payload of chemicals was found in the hopper, and the reason why the pilot was unable to dump the load following the loss of engine power was not determined. The 2005 model airplane sustained major structural damage in the area aft of the engine firewall.

Examination of the airplane by a Federal Aviation Administration inspector, who traveled to the accident site, revealed less of a cup of fuel was found in one tank and less than 5 gallons were found in the other. A completed Pilot/Operator Aircraft Accident/Incident Report (NTSB Form 6120.1) was not received from either the pilot or the operator.

Pilot Information

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| Certificate: | Commercial | Age: | 42, Male |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | Center |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 With Waivers/Limitations | Last FAA Medical Exam: | 03/01/2006 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 8500 hours (Total, all aircraft), 150 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

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| Aircraft Make: | Air Tractor | Registration: | N8504T |
| Model/Series: | AT-802A | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Restricted | Serial Number: | 802A-0218 |
| Landing Gear Type: | Tailwheel | Seats: | 1 |
| Date/Type of Last Inspection: | Annual | Certified Max Gross Wt.: | 8500 lbs |
| Time Since Last Inspection: | | Engines: | 1 Turbo Prop |
| Airframe Total Time: | | Engine Manufacturer: | Pratt & Whitney Canada |
| ELT: | Not installed | Engine Model/Series: | PT6A |
| Registered Owner: | AG Pilots Incorporated | Rated Power: | 800 hp |
| Operator: | Jimmy Thrash | Operating Certificate(s) Held: | |
| Operator Does Business As: | Thrash Aviation | Operator Designator Code: | |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Clear | Visibility | 10 Miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | Light and Variable / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | |
| Precipitation and Obscuration: | | | |
| Departure Point: | Jasper, TX (JAS) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | CDT | Type of Airspace: | |

Wreckage and Impact Information

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| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Minor | Latitude, Longitude: | 30.885556, -94.034722 |

Administrative Information

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| Investigator In Charge (IIC): | Hector R Casanova |
| Additional Participating Persons: | Brian Gallagher; FAA FSDO; Houston, TX |
| 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ . |