



National Transportation Safety Board Aviation Accident Final Report

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		

Analysis

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 en route to the field, the engine surged a couple of times 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 subsequent loss of directional control. The payload of chemicals was found in the hopper, and the reason why the pilot did not elect 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 than a cup of fuel in one tank and less than 5 gallons in the other. A completed Pilot/Operator Aircraft Accident/Incident Report (NTSB Form 6120.1) was never received from neither the pilot nor the operator.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power due to fuel exhaustion. A contributing factor was the lack of suitable landing for the pilot to execute the forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: EMERGENCY LANDING

Findings

3. TERRAIN CONDITION - CONGESTED/CONFINED AREA
4. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

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

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 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

Aircraft Manufacturer:	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	Air Carrier Operating Certificate:	
Operator Does Business As:	Thrash Aviation	Operator Designator Code:	

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Light and Variable	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
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

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		

Administrative Information

Investigator In Charge (IIC): Hector R Casanova **Adopted Date:** 10/31/2006

Additional Participating Persons: Brian Gallagher; FAA FSDO; Houston, TX

Publish Date:

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/>.

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