



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Jasper, TX	<b>Accident Number:</b>	DFW06LA121
<b>Date &amp; Time:</b>	05/01/2006, 0800 CDT	<b>Registration:</b>	N8504T
<b>Aircraft:</b>	Air Tractor AT-802A	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	42
<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>	8500 hours (Total, all aircraft), 150 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Air Tractor	<b>Registration:</b>	N8504T
<b>Model/Series:</b>	AT-802A	<b>Engines:</b>	1 Turbo Prop
<b>Operator:</b>	Jimmy Thrash	<b>Engine Manufacturer:</b>	Pratt & Whitney Canada
<b>Air Carrier Operating Certificate:</b>		<b>Engine Model/Series:</b>	PT6A
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>		<b>Weather Information Source:</b>	Witness
<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>	Light and Variable
<b>Temperature:</b>		<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Jasper, TX (JAS)	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hector R Casanova	<b>Adopted Date:</b>	10/31/2006
<b>Investigation Docket:</b>	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> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the

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accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.