



National Transportation Safety Board Aviation Accident Data Summary

Location:	Newellton, LA	Accident Number:	CEN12LA500
Date & Time:	08/01/2012, 1430 CDT	Registration:	N5128U
Aircraft:	AIR TRACTOR INC AT-502B	Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot reported that, during the takeoff, the airplane's tail rose when the airplane was about halfway down the runway, but the airplane did not get airborne. The airplane exited the end of the 2,750-foot-long, 75-foot-wide, asphalt runway; struck a road embankment; and continued rolling about 600 feet into a cotton field, which resulted in substantial damage to the wings and empennage. The pilot reported no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation. The examination of the airplane's electric flap actuator jackscrew revealed that it was extended out about 2.5 inches, which indicates that the flaps were set at 20 degrees at the time of the accident.

The pilot reported that the operating weight at the time of the accident was 10,283 lbs and that the airplane's maximum gross weight was 10,480 lbs; however, the airplane flight manual specified a maximum certificated takeoff weight of 8,000 lbs. Regulations and guidance related to agricultural application flights in restricted-category airplanes allowed for operations at weights up to 31 percent above the certificated gross takeoff weight, or 10,480 lbs; however, the airplane manufacturer did not authorize takeoffs with flaps extended more than 10 degrees. Performance data indicated that, at a maximum certificated gross weight of 8,000 lbs with 10 degrees of flaps, a takeoff distance on a hard surface runway of about 2,800 feet was required. The airplane flight manual did not contain takeoff data for weights or flap settings more than 8,000 lbs and 10 degrees, respectively; however, a 2,750-foot-long runway was inadequate.

Flight Events

Takeoff - Runway excursion

Takeoff - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate takeoff planning and his use of an improper flap setting, which resulted in a runway excursion and collision with terrain during takeoff.

Findings

Aircraft-Aircraft structures-Wing structure-Trailing edge flaps-Incorrect use/operation - C
Personnel issues-Task performance-Planning/preparation-Performance calculations-Pilot - C
Personnel issues-Task performance-Use of equip/info-Use of equip/system-Pilot - C

Pilot Information

Certificate:	Commercial	Age:	67
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
Flight Time:	22835 hours (Total, all aircraft), 2500 hours (Total, this make and model), 200 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	AIR TRACTOR INC	Registration:	N5128U
Model/Series:	AT-502B	Engines:	1 Turbo Prop
Operator:	Delta Dusters LLC	Engine Manufacturer:	P&W
Air Carrier Operating Certificate:	Agricultural Aircraft (137)	Engine Model/Series:	PT6-34AG
Flight Conducted Under:	Part 137: Agricultural		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	TVR, 86 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	6 knots, 200°
Temperature:	36°C / 24°C	Visibility:	10 Miles
Precipitation and Obscuration:	No Precipitation		
Departure Point:	Newellton, LA (LS83)	Destination:	Newellton, LA (LS83)

Airport Information

Airport:	Kifer Airport (LS83)	Runway Surface Type:	Asphalt
Runway Used:	24	Runway Surface Condition:	Dry
Runway Length/Width:	2750 ft / 75 ft		

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):	James P Silliman	Adopted Date:	07/30/2014
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=84537		

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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.