



National Transportation Safety Board Aviation Accident Final Report

Location:	Tillar, AR	Accident Number:	CEN13LA402
Date & Time:	07/03/2013, 1450 CDT	Registration:	N5182C
Aircraft:	AIR TRACTOR INC AT-502B	Aircraft Damage:	Substantial
Defining Event:	Part(s) separation from AC	Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

During takeoff, the airplane sustained a partial loss of engine power and overran the runway after the pilot lost cockpit throttle control. Postaccident examination of the airplane revealed a throttle control pin lying on the cockpit floor. A cotter pin for the throttle control pin was missing; the length of time it had been missing could not be determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine throttle control during takeoff due to an unsecured cockpit throttle control pin, which resulted in a runway overrun.

Findings

Aircraft	Power lever - Failure (Cause)
	Powerplant parameters - Attain/maintain not possible (Cause)

Factual Information

On July 3, 2013, about 1450 central daylight time, an Air Tractor, Inc. AT-502B, N5182C, impacted terrain when it overran the runway during takeoff from a Tillar Airport (5AR1) near Tillar, Arkansas. The airplane experienced a partial loss of engine power when there was a loss of cockpit throttle control. A throttle control pin was found on the cockpit floor. The airplane sustained substantial damage to the fuselage, empennage, and wings. The commercial pilot was uninjured. The airplane was registered to and operated by Confederate Air Inc under 14 Code of Federal Regulation Part 137 as an aerial application flight and was not operating on a flight plan. The local flight was originating at the time of the accident.

According to a Federal Aviation Administration inspector from the Little Rock, Arkansas Flight Standards District Office, post-accident examination of the airplane revealed that a cockpit throttle control pin was lying on the cockpit floor. A cotter pin for the throttle control pin was missing, and the length of time it had been missing was not determined.

The last maintenance inspection of the airplane was a 100-hour inspection dated April 18, 2013, at a Hobbs time of 57 hours.

A National Transportation Safety Board Pilot/Operator Aircraft Accident/Incident Report was not received from the pilot.

History of Flight

Takeoff	Part(s) separation from AC (Defining event) Loss of engine power (partial)
Initial climb	Loss of control in flight
Uncontrolled descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	36
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 None	Last Medical Exam:	01/29/2013
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	11000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	AIR TRACTOR INC	Registration:	N5182C
Model/Series:	AT-502B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	502B-0499
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	04/18/2013, 100 Hour	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	Pratt & Whitney
ELT:	Not installed	Engine Model/Series:	PT6A
Registered Owner:	Confederate Air Inc	Rated Power:	500 hp
Operator:	Confederate Air Inc	Air Carrier Operating Certificate:	Agricultural Aircraft (137)
Operator Does Business As:		Operator Designator Code:	I1RG

Meteorological Information and Flight Plan

Observation Facility, Elevation:	LLQ, 268 ft msl	Observation Time:	1353 CDT
Distance from Accident Site:	15 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	270°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	29° C / 14° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	6 knots, 40°	Visibility (RVR):	
Altimeter Setting:	30.06 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tillar, AR (PVT)	Type of Flight Plan Filed:	None
Destination:	Tillar, AR (PVT)	Type of Clearance:	None
Departure Time:	1450 CDT	Type of Airspace:	

Airport Information

Airport:	Tillar Airport (5AR1)	Runway Surface Type:	Asphalt; Grass/turf
Airport Elevation:	150 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	3200 ft / 85 ft	VFR Approach/Landing:	None

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
Total Injuries:	1 None		

Administrative Information

Investigator In Charge (IIC):	Mitchell F Gallo	Adopted Date:	03/13/2014
Additional Participating Persons:	Bill Aldrich; Federal Aviation Administration; Little Rock, IL		
Publish Date:	03/13/2014		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=87429		

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