

AIRFRAME ACCIDENT REPORT

Air Tractor, Inc.
ID # CEN15LA389

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Prepared: 9/23/15

OPERATOR: Red Willow Aviation Spraying, Inc.
[REDACTED]
McCook, NE 69001

PILOT: Kelly Bowers
[REDACTED]
Holbrook, NE 68948
[REDACTED]

INSURANCE: Marty Brown - Adjuster
PW Aviation, LLC - Wichita
[REDACTED]
Wichita, KS 67212
[REDACTED]

SALVAGE: George's Aircraft
[REDACTED]
Lockett, TX 76384

INJURIES: Minor

LOCATION: Approx. 3.4 miles northwest of Monroe, NE
Lat/Long: N41.51361°, W97.64708°

DATE: 8/27/15 ~12:05pm local

AIRCRAFT: AT-502B 502B-0303 N61267

FAA INV:

NTSB INV: Tom Latson
NTSB Central Region
[REDACTED]

REPORT BY: Kyle Schroeder
Air Tractor, Inc.
[REDACTED]



Example of AT-502B in Flight

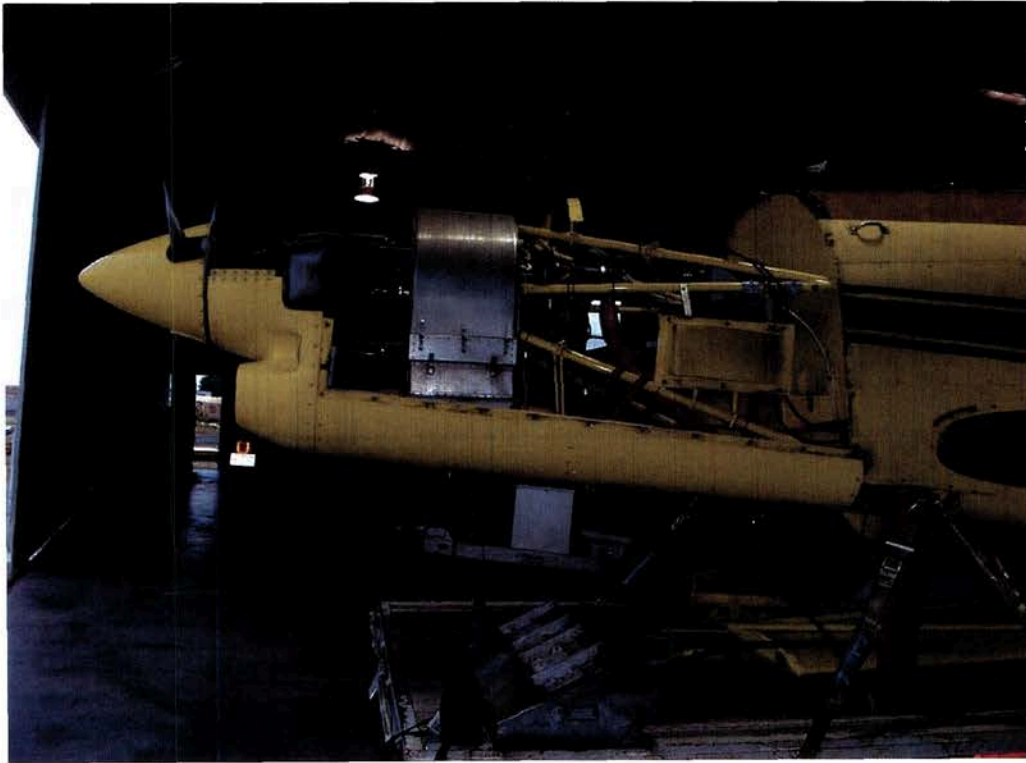
The information contained in this report is the result of travel George's Aircraft to examine the wreckage at the salvage facility. At the time of the examination, all of the wreckage was located on the recovery trailer in a hangar at the Lockett Airport. This report is preliminary and subject to change as new information becomes available. Other investigators present were Tom Latson (NTSB) and Sam Farmiga (GE Aviation).

WRECKAGE DESCRIPTION:

The aircraft was mostly intact with upper and side engine cowling removed for examination purposes. The aircraft was equipped with a Cascade engine installation with a Walters M601 engine. The fuselage was largely undamaged. Both wings and horizontal tail surfaces had been removed during the recovery. The ailerons and flaps had been removed from the wings.

The aircraft was confirmed to be N61267, which is an AT-502B serial number 502B-0303 manufactured by Air Tractor in 1995. The Hobbs meter displayed 1,098.1 hours.

The lefthand wing appeared undamaged. The righthand wing showed damage to the portion of the wing outboard of the flap. The damage consisted of wrinkled wing skins, main/rear spar damage, and likely other internal damage. The outboard portion of the wing was deflected upwards.



Forward Fuselage and Engine Installation as examined



Aft Fuselage as examined



Damage to Righthand Wing

FUEL SYSTEM:

The fuel system was found to be continuous with all lines properly connected except where the fuel lines were removed from the wing fuel tanks when the wings were removed. There was no signs of fuel leakage or spillage inside the fuselage. The fuel valve was found in the open position.

The firewall-mounted airframe fuel filter bowl was found to be full of fuel. The fuel was drained and inspected. There were a few small pieces of particulate matter that appeared to be loose thread sealant in the bottom of the filter bowl. The filter was a Fram CS1133PL filter and it was found to be clean and no visible contamination was noted.

The fuel had been removed from the wings for transport. Approximately 60 - 70 gallons of clean fuel was recovered and placed into drums accompanying the wreckage. The wings have a capacity of 85 gallons per side.

The electrically driven fuel pump was functionally tested by George's Aircraft on 9/23/15 and reported to function properly. During the test, the pump was driven by the aircraft's battery power and showed proper output pressure and flow rate.

RECOVERY OF DATA DEVICES:

Mr. Tom Latson (NTSB) recovered three devices from the aircraft for further examination. This included a 32GB SanDisk USB memory stick that likely contains GPS data from the Satloc Bantam system, a Turbine Start Limit & Monitor (TSLM) (s/n: 6006) by VR Avionics, and the TSLM output screen by VR Avionics.

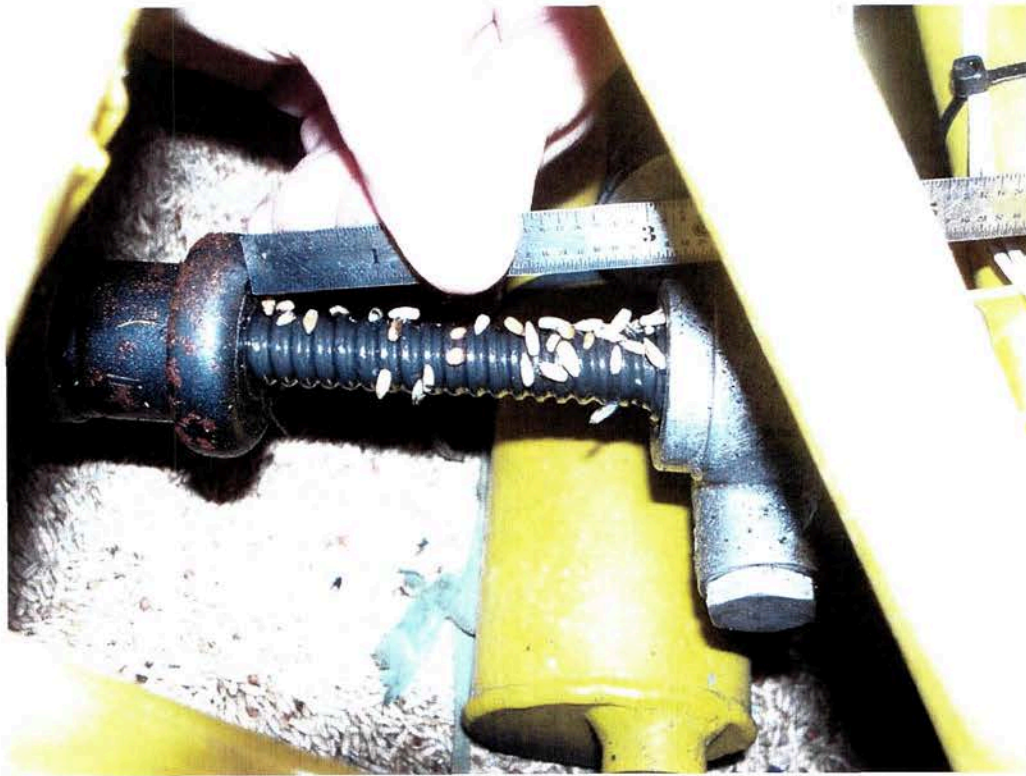


Recovered Data Devices

CONTROL SYSTEMS:

Control continuity was established except where the systems were disconnected due to disassembly for transport. No anomalies were noted.

The flap actuator was extended. This extension was measured to be approximately 3 1/8 inches, which correlates to approximately 24 degrees of flap extension. The maximum flap extension is 26 degrees on this aircraft. Lynn Hooker of George's Aircraft indicated that the flaps had not been moved or repositioned during the recovery process. This flap position is consistent with a landing configuration.



Measurement of Flap Actuator

DISTURBANCE OF WRECKAGE:

No portion of the wreckage was removed by me from the examination site during my involvement in this accident investigation. My disturbance of the wreckage was limited to handling components to the extent necessary for identification and documenting their condition, including removing inspection covers/access panels if necessary. I did not, nor did I witness, any modification to the aircraft wreckage or accident site that would result in loss of evidence. Three components were recovered and taken into possession by Mr. Tom Latson for further examination as described in the section of this report titled Recovery of Data Devices.