



Air Tractor, Inc.
Accident Investigation

Power Quadrant Comparison

NTSB Accident Number:

CEN17LA284

Date & Location of Accident:

18 Jul 2017
Reyno, Arkansas

NTSB REQUESTED CONFIDENTIAL:

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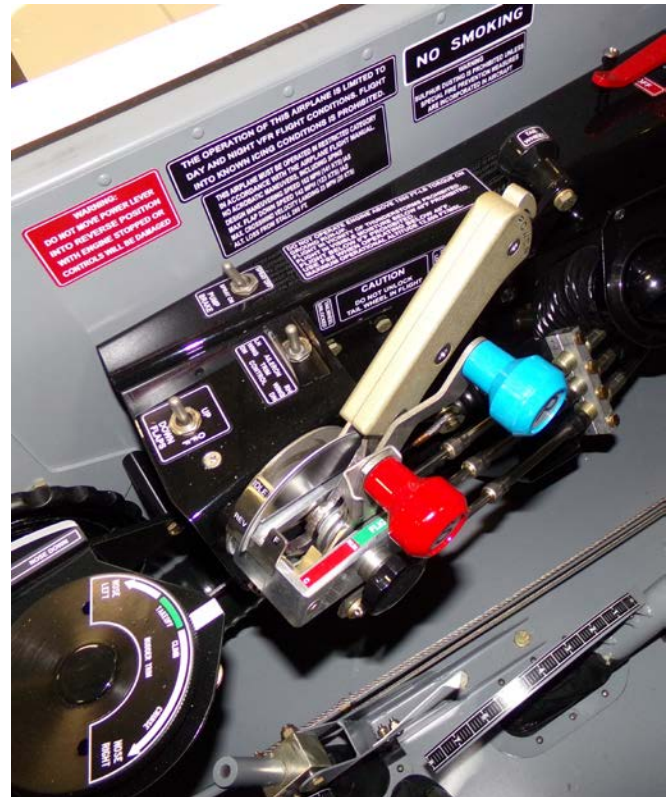
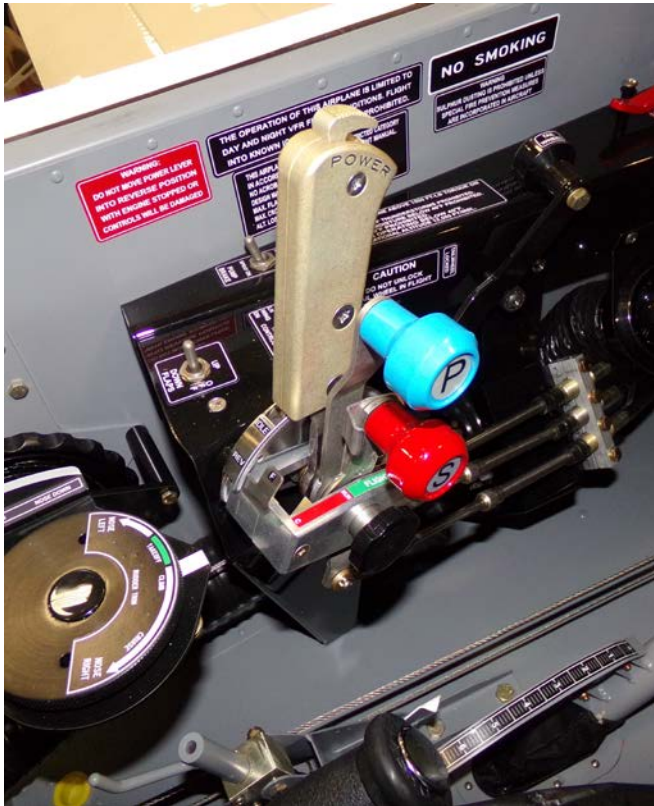
PREPARED BY:

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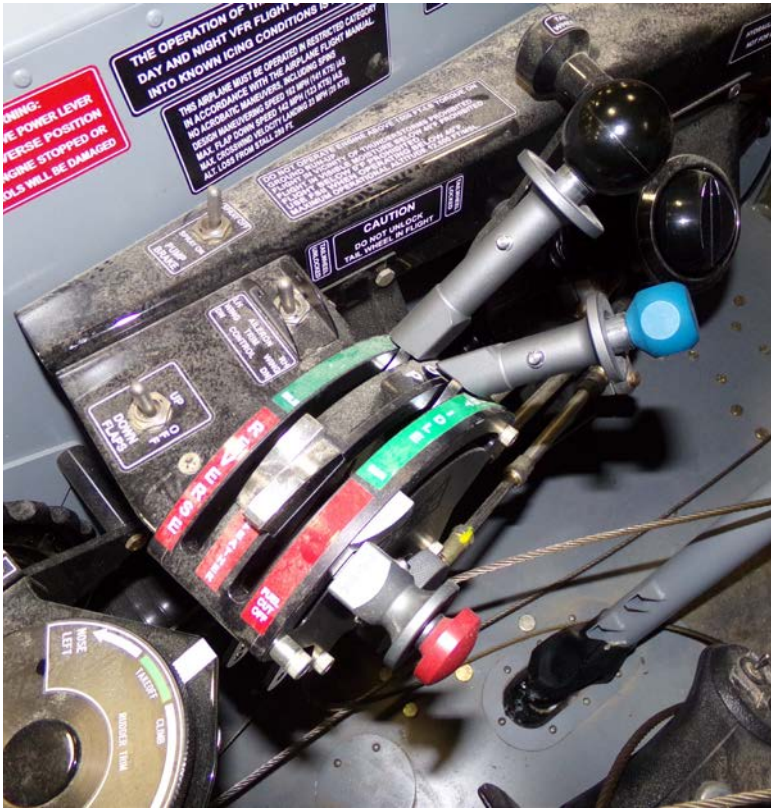


The pictures below show the standard Air Tractor power quadrant shown in an AT-802A aircraft (not the accident aircraft). This power quadrant has a pistol-grip style Power Lever (gold/silver colored handle), the blue knob is the Propeller Lever, and the red knob is the Fuel Condition/Shutoff Lever. The lower black knob is the friction adjustment.

The pistol grip is used for the power lever to give unmistakably different feel from the other levers. The trigger on top of the power lever is used to move the lever (aft) into Beta and Reverse thrust. The blue propeller lever has a light detent prior to moving into the Feather position (full aft). The red fuel condition/shutoff lever has a thumb-operated latch that is used to move the quadrant aft into the Cutoff position.



The pictures below show the power quadrant in the accident aircraft. This power quadrant is manufactured by Kawak Aviation Technologies and installed under STC #SA02266SE. The Kawak quadrant is a drop-in replacement for the standard Air Tractor throttle quadrant.



The black knob is the Power Lever, the blue knob is the Propeller Lever, the red knob is the Fuel Condition/Shutoff Lever, and the lower silver knob is the friction adjustment.

The power lever has a lift-latch mechanism used to move it aft into Beta and Reverse thrust. The propeller lever has a lift-latch mechanism that provides the feel of a detent when pulling it full aft into Feather. This mechanism is actuated to move the propeller lever forward out of Feather. The fuel condition/shutoff lever has a lift-latch mechanism that is used to move the quadrant aft into the Cutoff position.

The power lever and propeller lever of this quadrant only have minor differences in feel between them. The ball on the top of the power lever is 1 3/8" diameter. The ball on top of the propeller lever is 1.0" diameter with four 0.050" flats. The feel of both handles is similar in the hand.

Also, note that regardless of the installed power quadrant, the AT-802A aircraft does not have to comply with FAR 23.781.