



Examination Summary

NTSB ACCIDENT NUMBER: CEN21LA254

AIRCRAFT REGISTRATION/AIRCRAFT TYPE: N51037, Air Tractor AT602

ACCIDENT LOCATION: Drew, Mississippi

Date of Exam: 11/2/2021

Post-Accident Examination Summary

Left Wing

- Relatively free of impact damage
- Fuel cap secured
- Trailing edge deformation beginning about 1ft inboard of the tip and extending about 1ft inboard
- Control continuity established from the control stick to the wing attach point and from the push/pull rods to the control surface

Right Wing

- Leading edge relatively free of impact damage
- Spanwise twisting beginning about 4ft from the tip and extending about 8ft inboard
- Fuel cap remained secured
- Right side of the wing spar carry-through displayed discoloration consistent with corrosion
- Bottom of wing skin was separating from the spar carry-through, consistent with impact damage
- Control continuity established from the control stick to the wing attach point and from the push/pull rods to the control surface

Flaps

- Left flap exhibited signs of wrinkling beginning at the rivet line and extending aft to the trailing edge
- Right flap displayed leading edge damage and aft crushing toward the rivet line (about 10")

Left Aileron

- Remained attached to its respective hinge points
- Relatively free of impact damage

Right Aileron

- Remained attached to its respective hinge points
- Leading edge crease located about 6" outboard of the left end of the aileron
- Trailing edge upward bending just below the "NO PUSH" placard consistent with impact from the spray apparatus

Horizontal & Vertical Stabilizer, Elevators & Rudder

- Vertical stabilizer and rudder both free of impact damage
- Corrosion and fractures present on the left side of the rudder near the control horn from the base vertically about 2.4"
- Right horizontal stabilizer free of impact damage
- Left horizontal stabilizer displays skin damage (crushing) on the upper surface between the spars from the tip inboard to the 1st rivet line (about 12")
- Right elevator has impact damage isolated to the tip/weight
- Left elevator free of impact damage
- Tailwheel lock found in the engaged position

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Fuselage

- Relatively free of impact damage
- Tear in the right side skin present beginning about 5ft from the tip of the rudder (inline with the leading edge of the vertical stabilizer) extending about 18" towards the nose.

Engine

- Engine control continuity established from the power quadrant to the engine with unrestricted movement of all controls
- Borescope was inserted into exhaust stacks and no anomalies were noted with the N1 section

Prop

- Blades were numbered 1-5 starting at the 12:00 position and moving counter-clockwise
- Blade 1 was bent aft and twisted so the face side was forward
- Blade 2 was twisted so the edge was facing forward and bent downward
- Blade 3 was fractured and only about 2ft remained attached to the hub
- Blade 4 was twisted with the leading edge facing forward and bent aft about 90° about 2ft outboard of the hub
- Blade 5 was bent aft and twisted so the face side was forward
- The pitch control links associated with the #2 and #3 blades were separated with scaring present on the surrounding hardware