



Air Tractor, Inc.
Accident Investigation

EXAM NOTES

NTSB Accident Number:

CEN22LA386

Date & Location of Accident:

8/9/22
Onalaska, TX

NTSB REQUESTED CONFIDENTIAL:

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PREPARED BY:

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Example of AT-802A equipped with floats

The information contained in this report is the result of traveling to the Wilbarger County Airport on 10/6/22 under the supervision of FAA Inspector Tom Fowles of the Houston FSDO. Also present at the exam was Richard Simpson of Dauntless Air Inc. and Stephan Nelle of Air Tractor Inc.

This report is subject to revision as additional information becomes available. The intent of this report is to provide details relating to the investigation of the subject accident. This report is not to be shared with any person outside the scope of this official investigation.

GENERAL OBSERVATIONS OF WRECKAGE:

Arrival at the hanger where the wreckage was being stored was at approximately 0900 central daylight time on 10/6/2022. The wreckage, except for the floats and fire gate, was found on a flatbed trailer. The floats and fire gate were located on the hanger floor beside the trailer containing the main wreckage.

The airplane was confirmed to be N830DA, which is an Air Tractor AT-802A, serial number 802A-0930 which was manufactured in 2022. The Hobbs meter was found with a reading of 102.2 hours.

FUSELAGE:

The fuselage was found upright with crush damage to the lower skins of the forward fuselage in the upward direction. The fire gate was separated from the fuselage and found on the hanger floor with the wreckage. The underside of the aft fuselage was found with minor crush damage.

The cockpit was found intact. The airplane was found to have been equipped with 5 point AmSafe Inflatable Restrains (airbags). The restraints were found unbuckled. The airbags were not deployed. The emergency dump lever was found in the forward (dump) position. It was reported that the e-dump lever was used to empty the hopper during recovery of the airplane.

The pre-impact position of the powerplant control levers could not be determined. The power lever was found just aft of the idle stop. The propeller lever was found in a low RPM position. The condition lever was found in the ground idle position.

The rudder trim wheel was found in the takeoff position. The elevator trim lever was found just forward of the nose down end of the green arch.

Floats:

The floats were found separated from the airplane and found with scratches and impact damage. The left float was found separated from the airplane with the wreckage. The right float was found separated from the fuselage with the wreckage. Three impact marks were found on the lower outboard side beginning roughly 1 ft. from the forward end of the float.

WINGS:

The wings were found separated from the fuselage, leading edge down, on the flatbed trailer. The right wing was found with crush damage in the upward and aft direction to the outboard half of the wing. The right flap was found separated from the fuselage. The inboard flap hinge was found separated at the lower flap surface. The center hinge was found to have separated from the flap spar. The right aileron was found separated from the wing with damage across the length of the aileron. The boost tab was separated from the aileron, located with the wreckage.

The left wing was found with relatively little damage. The inboard end of the left flap was found with the wreckage, separated from the wing. The portion of the flap outboard of the center flap hinge was not located with the wreckage. The left aileron was found separated from the wing with relatively little damage.

Each of the wings were equipped to hold 198 gallons of fuel in the wing fuel tanks for a total of 396 gallons. Both fuel caps were found installed.

EMPENNAGE:

The horizontal stabilizers and elevators were found separated from the fuselage with the attach points intact. The vertical fin and rudder were found attached to the fuselage. the auxiliary vertical fins were found separated from the horizontal stabilizers. The lower part of the ventral fin was separated from the fuselage and was not located with the wreckage.

FLIGHT CONTROLS:

All flight control surfaces were located with the primary wreckage. The flight controls were heavily damaged, but flight control continuity was established to the extent possible by the condition of the wreckage.

Elevator Controls

The elevator controls are manually operated by steel and aluminum pushrods connecting the control stick to the elevator control horns through two control idlers. The controls were found to be continuous from the control stick to the aft elevator pushrod through movement of the pushrod when the control stick was moved. The bolt connecting the aft elevator pushrod to the elevator horns was not installed. The elevator horns were found intact, attached to the elevator torque tubes.

Rudder Controls

The rudder controls are manually operated by a pair of stainless steel cables running directly from the rudder pedal assemblies to the rudder control horns. The cables were found to be continuous to the rudder pedal adjustment attach points through movement of the rudder when the pedals were moved.

Aileron Controls

The aileron controls are manually operated by steel and aluminum pushrods connecting the control stick to the aileron control horns through torquetubes idlers, and bellcranks.

The aileron controls were found to be continuous from the control stick to the right fuselage mounted idler through movement of the idler when the control stick was moved. The hardware attaching the right aluminum wing mounted pushrod to the idler was not located with the wreckage. The right aileron controls were found to be continuous from the aluminum wing mounted pushrod to the steel wing mounted pushrod through movement of the steel pushrod when the aluminum pushrod was moved. The mounting hardware that attaches the right aileron to the wing mounted steel pushrod was not located in the wreckage. The right aileron control horn was found intact attached to the aileron.

The aileron controls were found to be continuous from the control stick to the left fuselage mounted idler through movement of the idler when the control stick was moved. The hardware attaching the left aluminum wing mounted pushrod to the idler was not located with the wreckage. The left aileron controls were found to be continuous from the aluminum wing mounted pushrod to the steel wing mounted pushrod through movement of the steel pushrod when the aluminum pushrod was moved. The mounting hardware that attaches the left aileron to the wing mounted steel pushrod was not located in the wreckage. The left aileron control horn was found intact attached to the aileron.

Flap System

The extension of the flap actuator was found to be approximately .4 inches which corresponds to 3° of flaps. The flap system was found to be continuous except that the hardware connecting the right flap torque tube arm to the flap pushrod was not located in the wreckage and the hardware connecting the left flap pushrod to the flap control horn was not located in the wreckage.

POWERPLANT:

The powerplant remained attached to the fuselage with relatively little damage. The five-bladed Hartzell reversible propeller was found attached to the engine with one blade separated. One propeller blade was found bent to the camber side. The remaining three blades that were attached to the wreckage were bent toward the face side. One blade was found with leading and trailing edge gouges.

DISTURBANCE OF WRECKAGE:

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 and disconnecting the cable to the shoulder harness inflators from the EMA. No modification to the aircraft wreckage was made that would intentionally result in loss of evidence.

No portion of the wreckage was removed by Air Tractor personnel during our involvement in this accident investigation. The FAA inspector took possession of a Multifunctional VHD Video Recorder, a Garmin Aera 796 (S/N: 2CY015127), an Electronics International MVP-50T engine data monitor (S/N: 253424), and the lower section of the right inboard flap hinge.