

Inspectors Statement

Aircraft Accident Investigation

N5063N Air Tractor AT-502B, S/N 502B-0471

On March 2, 2026, I was dispatched to the scene of an aircraft incident involving N5063N. The aircraft made a forced landing into a wooded area within a cow pasture approximately 8.3 nautical miles north of Galliano South Lafourche Airport due to reported fuel exhaustion.

Upon arrival, my initial observation of the accident site revealed a defined path through the wooded area. Three tree branches, approximately 25 to 30 feet above ground level, had been clipped. Additionally, there were three distinct ground impressions consistent with contact from the landing gear and agricultural spraying equipment.

The aircraft's initial touchdown heading was approximately 054°. Based on the depth and severity of the ground impression, I assess that the left main landing gear made initial ground contact. The left main landing gear subsequently separated from the fuselage. Following touchdown, the aircraft pivoted to the left and came to rest on a heading of approximately 353°.

Examination of the propeller assembly revealed that two blades were bent aft with no evidence of twisting, and one blade remained undamaged. The lack of rotational signatures indicates the propeller was not rotating at the time of impact.

The left main landing gear was separated from the airframe. The right main landing gear remained attached but was bent upward. The tailwheel assembly remained intact.

The left wing remained attached to the fuselage but exhibited bending and crumpling in multiple areas. Evidence suggests the left wing contacted the ground first during the pivot sequence. The right wing remained attached and displayed two leading-edge indentations consistent with tree impacts sustained after the aircraft pivoted. The vertical stabilizer was bent slightly to the left.

Inspection of both fuel tanks revealed no fuel present, which supports the pilot's statement that the engine ceased operation due to fuel exhaustion.

The fuselage examination showed the engine compartment was bent slightly to the left, and the wing root cowlings were dented. The cockpit and tail section sustained minimal damage.

At this time, I am awaiting a formal statement from the pilot and aircraft data records from the registered owner.