



Aviation Investigation Final Report

Location:	Prosser, Washington	Accident Number:	GAA17CA323
Date & Time:	June 5, 2017, 07:00 Local	Registration:	N802NB
Aircraft:	AIR TRACTOR INC AT 802	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot of the tailwheel-equipped airplane reported that, during an agricultural application flight, about 800 ft into the takeoff roll on a gravel airstrip, he veered the airplane to the right to avoid hay bales that were stacked on the left side of the runway. He added that, as the airplane veered right, the right-wing spray boom encountered tall wheat, and the airplane exited the right side of the runway. Subsequently, the airplane came to rest nose down.

The airplane sustained substantial damage to the left wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's abrupt maneuver to avoid hay bales during the takeoff roll, which resulted in a loss of directional control.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Debris/dirt/foreign object - Effect on operation

Factual Information

History of Flight

Takeoff	Abrupt maneuver
Takeoff	Loss of control on ground (Defining event)
Takeoff	Runway excursion
Takeoff	Dragged wing/rotor/float/other
Takeoff	Nose over/nose down

Pilot Information

Certificate:	Commercial	Age:	43,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	November 17, 2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 18, 2016
Flight Time:	(Estimated) 6150 hours (Total, all aircraft), 917 hours (Total, this make and model), 6070 hours (Pilot In Command, all aircraft), 240 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AIR TRACTOR INC	Registration:	N802NB
Model/Series:	AT 802 A	Aircraft Category:	Airplane
Year of Manufacture:	2016	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	802A-0640
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	February 15, 2017 Annual	Certified Max Gross Wt.:	16500 lbs
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:	917 Hrs at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	Not installed	Engine Model/Series:	PT6A-65AG
Registered Owner:		Rated Power:	
Operator:		Operating Certificate(s) Held:	Agricultural aircraft (137)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KRLD,394 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	37°
Lowest Cloud Condition:	Scattered / 12000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	16°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Prosser, WA (PVT)	Type of Flight Plan Filed:	None
Destination:	Prosser, WA (PVT)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Sun Heaven Airstrip PVT	Runway Surface Type:	Gravel
Airport Elevation:	1100 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	46.113609,-119.514724(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Doug Belcher; FAA; Spokane, WA
Original Publish Date:	August 3, 2017
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=95306

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).