



**NATIONAL TRANSPORTATION SAFETY BOARD
Western Pacific Regional Office
Federal Way, Washington**

**Exam Report
July 24, 2016
Zamora, California**

On July 23, 2016, about 0745 Pacific daylight time (PDT), two Air Tractor AT-502Bs, N502WC, and N5044N, collided in-flight near Zamora, California. The commercial pilot of N502WC was fatally injured; the airplane was destroyed. The commercial pilot of N5044N received minor injuries; the airplane sustained substantial damage. N502WC was operated by Farm Air Flying Services, and N5044N was operated by Growers Air Service. Both flights were operated under the provisions of Title 14 Code of Federal Regulations Part 137 as aerial application flights. Visual meteorological conditions prevailed, and company flight plans had been filed for both flights.



Photo 01 – right side of Airplane N5044N (Air Tractor)



Photo 2 – Left Side of Airplane N5044N (Air Tractor)

Part not recovered from N5044N, one whole landing gear assembly.

Airplane came to rest on a 103° heading

Airplane was intact, landing gear sheared off

Propeller remained attached to the engine, which remained attached to the airframe.

Wings remained attached. The left wing was damaged the length of the wing. The aileron was damaged and one of the spray attachments was bent toward the front of the airplane.

The tailwheel remained attached and the tail section remained attached to the fuselage.

About midspan/outboard of the wing, was blood transfer. Outboard to the tip had blue paint transfer.

Fuel observed leaking out when the airplane was lifted. Minuscule amount.

Airplane equipped with a Satloc M3 CPU.

Airplane equipped with airbags in seatbelt. The seatbelt did not deploy; requires 9 g's to activate.

Flight control continuity was established from the cockpit to all flight control surfaces.



Photo 3 – Right side of N502WC (Air Tractor)



Photo 4 – Left Side View of N502WC (Air Tractor)

Parts that were not recovered from N502WC

Right rudder and rudder cable

Majority of the vertical fin

The cockpit overturn structure roll cage (over the pilot's head)

Windshield

Both doors

Hopper lid

One propeller blade

Upper longerons aft of the cockpit

Turtle deck skin, curved skin right behind the cockpit.

Airplane equipped with a Hemisphere Satloc G-4

Flight control continuity was established.