



MEMORANDUM

John M. Brannen II
Senior Air Safety Investigator
Central Region

Date:
NTSB Accident Number: CEN21LA354

Narrative:

I was informed that Mr. Michael Emmerich from the FAA Cleveland FSDO interviewed the pilot (Tyler Vold) of an Air Tractor airplane, N1519U, that was involved in an accident on August 4, 2021. Mr Vold relayed the following information to Mr. Emmerich:

3 years experience as an Ag pilot
Pilot stayed at a hotel showed with adequate rest. Fatigue not a factor.
Weather – A little hazy... VFR... light wind.
3 Map loads (fields to spray) – Departed Wooster Airport at 7:00 am
Pilot estimated he had 3 hours of fuel when departing... burned through 2 hours and estimated he had 50 gallons left when the accident occurred.
Started at 7:00 am hit power lines at 10:30 was at the end of the last load.
Spraying East to West working his way North to South
Was going over wires on road making turn around under HT power lines and back over road wires to spray field.
Heard “pop” and not sure where on the aircraft he struck the HT power lines.
Aircraft nose pitched up and aircraft started to fishtail... Loss of rudder control.
Pilot pitched nose down to regain pitch control. Pilot saw an open spot and banked for it.
Aircraft rolled and Felt as if the right wing stalled. Wing hit road wires to the south causing the aircraft to cartwheel into the yard across the street.
Pilot was able to unbuckle his seatbelt and get his helmet off and get out of the aircraft.
Broke his humerous (upper arm) bone all the way through while sustaining some other minor scrapes and bruises.
Pilot stated that Precision Aerial and his bosses spoke and that Precision Aerial needed an aircraft to do some work and that he was sent to do work flying under Precision Aerial.

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