

Pilot Questionnaire

Name: JASON WALTERS

Address:

SANDIA, TX 79383

Aircraft Home Base:

AMOX CITY, TX

Phone Number:

Pilot Certificate Number:

1. Pilot Hours

- Total Time: 4400
- Flight time in the last 90 days: 77 HRS
- Total time in Make/Model flown at time of the incident: 58
- Flight time in this Make/Model in the last 90 days: 58
- Time spent at the airport and in flight in the 24 hours leading up to the incident: 6 HRS
- Time spent, in flight only, the 24 hours leading up to the incident: 6 HRS
- How long into the flight did the incident occur (N/A for ground incident)? 2 HRS

2. Date of your last medical:

4/27/2023

3. Are you instrument current (N/A if no instrument rating)?

NO

4. Date of your last flight review or check ride:

02/25/2023

5. Departure point and destination for this leg: DEPARTED FROM COOP IN HELENA MO, NO SPECIFIC DESTINATION

6. Was this your first flight of the day? SPRAYED 2 FIELDS PRIOR TO THE ONE WHERE THE ACCIDENT OCCURRED

7. Was weather a factor?

NO

8. Did you experience any aircraft equipment malfunctions?

NO

9. Do you believe fatigue was a factor?

NO

10. Approximately how many hours of rest did you have in the 24 hours prior to the incident?

10 HRS

11. Approximately how many hours had you been awake at the time of the incident?

6 HRS

12. Were you feeling rushed at the time of the incident?

NO

Please answer the following questions if the incident occurred in flight:

1. What method of navigation was used?

AG PILOT X / FORE FLIGHT

2. What method of pre-flight briefing did you use?

ORGANIZED THE FIELDS WITH THE COOP
IN A MANNER THAT WOULD ALLOW FOR
EFFICIENT COMPLETION IN A TIMELY MANNER

3. Did you receive any in-flight updates of weather or aeronautical information?

YES

4. Did you review your pre-flight briefing prior to flight?

YES

5. Were any TFRs addressed in the pre-flight briefing?

NO

6. Which ATC facility were you communicating with prior to the incident?

NONE

7. Which ATC facility were you communicating with after the incident?

NONE

8. Did you use a current chart? If yes, list the charts used.

YES, FOR FLIGHT

Please answer the following questions if the incident occurred on the ground:

1. How did you receive training on surface movement operations?

2. Was airport signage visible during your taxi?

3. Were pavement markings visible during your taxi?

4. Was airport lighting visible during your taxi?

5. On average, how many times a week/month do you operate at towered airports?

6. Did this incident occur at your home base?

7. Did you review the airport diagram before taxiing?

8. Were you using an EFB? If so, what type? Were you using ownship position or moving map at the time of the incident?

9. Were there any distractions in the cockpit at the time the incident occurred?

10. Were you using a headset?

11. At the time, did you believe that you clearly understood your taxi instructions?

12. Did you write down your taxi instructions?

Please provide a written statement explaining the incident along with any suggestions to prevent reoccurrence. Please email both statement and questionnaire to [REDACTED]@faa.gov. Feel free to call if you have any questions. My phone number is [REDACTED]. Thank you for your help.

UPON ARRIVING AT THE 30 ACRE FIELD TO BE SPRAYED, I CONDUCTED A LOW LEVEL RECONNAISSANCE OF THE FIELD LOOKING FOR POSSIBLE HAZARDS. I NOTICED THE SET OF WIRES ON THE SOUTH END OF THE FIELD WERE LOWER THAN NORMAL. THE ROAD THAT RAN ALONGSIDE THE FIELD DIPPED DOWN PUTTING THE WIRES AND POLES BELOW THE HORIZON WHEN I WAS IN THE FIELD ACTIVELY SPRAYING. UNABLE TO SEE THE WIRES WHILE IN THE FIELD, I SIMPLY HAD TO REMEMBER THEY WERE THERE. ON THE LAST PASS OF THAT FIELD, I FAILED TO DO SO UNTIL IT WAS TOO LATE.

MOVING FORWARD, THE BEST POSSIBLE WAY TO PREVENT REOCCURANCE IS TO BETTER FOCUS ON THE JOB AT HAND AND AVOID DISTRACTIONS WHILE ACTIVELY SPRAYING A FIELD.