



Aviation Investigation Final Report

Location:	Blytheville, Arkansas	Accident Number:	CHI03LA273
Date & Time:	August 19, 2003, 15:30 Local	Registration:	N4114A
Aircraft:	Ayres S2R-T660	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The aerial application airplane impacted transmission wires while performing a spray run. The pilot stated he had flown over the transmission wires on three separate spray runs and was familiar with their location. The pilot reported that he initiated a spray run to the west and "looked down to check pressure gauge on spray boom [and] when I looked up [the] wires were in my face." The pilot stated he should have kept his "attention/concentration on flying the aircraft and not the spray system."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate visual lookout and altitude/clearance not being maintained from the transmission wires. A factor to the accident was the transmission wires.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (F) OBJECT - WIRE, TRANSMISSION
 2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On August 19, 2003, at 1530 central daylight time, an Ayres S2R-T660, N4114A, piloted by a commercial pilot, sustained substantial damaged during an in-flight collision with transmission wires and terrain near Blytheville, Arkansas. Visual meteorological conditions prevailed at the time of the accident. The aerial application flight was operating under the provisions of 14 CFR Part 137 without a flight plan. The pilot reported minor injuries. The local flight departed Blytheville Municipal Airport (HKA), Blytheville, Arkansas, about 1310.

According to the pilot's written statement, he had flown over the transmission wires on three separate spray runs and was familiar with their location. The pilot reported that he initiated a spray run to the west and "looked down to check pressure gauge on spray boom [and] when I looked up [the] wires were in my face." The pilot stated he should have kept his "attention/concentration on flying the aircraft and not the spray system."

The pilot reported there were no malfunctions or failures during the accident flight.

Pilot Information

Certificate:	Commercial	Age:	59, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	January 28, 2003
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 3, 2003
Flight Time:	25700 hours (Total, all aircraft), 1250 hours (Total, this make and model), 300 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Ayres	Registration:	N4114A
Model/Series:	S2R-T660	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	T660-102
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	13248 lbs
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:		Engine Manufacturer:	Pratt & Whitney
ELT:	Not installed	Engine Model/Series:	PT6A
Registered Owner:	Henry's Aerial Service, Inc.	Rated Power:	1050 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	KSAG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	HKA, 255 ft msl	Distance from Accident Site:	
Observation Time:	15:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	8 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	33°C / 26°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Blytheville, AR (HKA)	Type of Flight Plan Filed:	None
Destination:	(HKA)	Type of Clearance:	None
Departure Time:	13:10 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	35.934444,-89.9225

Administrative Information

Investigator In Charge (IIC):	Fox, Andrew
Additional Participating Persons:	Mike Wilson; Federal Aviation Administration - Little Rock FSDO; Little Rock, AR
Original Publish Date:	March 2, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=57780

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