

Loader crew in @ 6:Am in
Biggs and after morning briefing
drove to willows airport. ~~They~~

The crew and Peter given jobs to
be done that day. Due to inclement
weather conditions ie fog they
were grounded until approx. 9:am
at which time they began their first
job. All jobs were flown + ferried
from willows airport KWLW.

The satellite strips have been unusable
with the wet rainy conditions. The
weather was typical for this time
of year. Average wind 10 mph S.W.
~~Pete departed with his load at~~
~~approx~~ He had flown 3 jobs
prior to the incident and had been
applying for approximately 7 hours
that day. He was applying an almond
orchard west of rd BB and south of
Hwy 162. Two transmission towers went
through the field. This field is longer
E + W but because of the lines were
all applied parallel with the wires
and fly it north + south. Another
applicator, Nathan Michael, at Michael's
Flying Service, confirmed he had seen
Pete flying the field North and South
prior to his accident. At approx 3:45pm
Pete took off with his load when he
did not return as normal the loader
crew attempted to contact him. When they
didn't get a hold of him they went to
the office to tell his wife, Leslie, they

were unable to contact him. Leslie was familiar with the field he was spraying as he had sprayed it countless times before. When they got to the field they did not see the plane and began driving down the orchard until they saw the plane on the ground in the orchard. They called 911 and the EMS/Sheriffs responded to the scene. They secured the scene but were unable to get to the plane for hours when they discovered the transmission line was wrapped around the propeller of the plane. Once they had cleared them to enter they were able to get to Pete and determine that he ~~was~~ was deceased. ~~He was deceased.~~ We were called around 5pm and told he had wrecked. ~~He~~ Shortly after we contacted Cal-OSHA and the NTSB and her and her son Peter drove to the field. reported the fatality.