



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|------------------------|-------------------------|-----------------|
| Location: | WHEATLEY, AR | Accident Number: | FTW91DPG05 |
| Date & Time: | 05/02/1991, 0635 CDT | Registration: | N4015Z |
| Aircraft: | Ayres S2R-T34 | Injuries: | 1 Fatal, 1 None |
| Flight Conducted Under: | Part 137: Agricultural | | |

Analysis

AERIAL APPLICATION PASSES WERE BEING MADE NORTH TO SOUTH WITH EACH PASS BEING BENEATH CROSS COUNTRY POWER LINES IN THE MIDDLE OF THE FIELD. ONE FLAGMAN WAS POSITIONED AT ONE END OF THE FIELD WITH A SECOND BENEATH THE POWER LINES. DURING THE SIXTH PASS, FOR UNKNOWN REASONS, THE FLAGMAN FAILED TO MOVE AS THE AIRPLANE APPROACHED. ACCORDING TO THE PILOT, 'DUE TO THE HEIGHT OF THE WIRES AND THEIR CLOSE PROXIMITY, I WAS COMMITTED TO PASS UNDER THEM.' HE UNSUCCESSFULLY ATTEMPTED TO PASS BENEATH THE WIRES AND OVER THE FLAGMAN. THE LEFT MAIN GEAR STRUCK THE FLAGMAN AND THE AIRPLANE COLLIDED WITH A LEVEE BEFORE CONTROL COULD BE REGAINED. AN UNEVENTFUL LANDING FOLLOWED.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE FLAGMAN TO FOLLOW ESTABLISHED PROCEDURES.

Findings

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

Findings

1. OBJECT - OTHER PERSON
 2. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - OTHER PERSON
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

3. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Pilot Information

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|----------------------------------|---|------------------------------|------|
| Certificate: | Commercial | Age: | 33 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| Flight Time: | 2485 hours (Total, all aircraft), 100 hours (Total, this make and model), 2385 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 43 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|---------------------------------------|------------------------|-----------------------------|--------------|
| Aircraft Make: | Ayres | Registration: | N4015Z |
| Model/Series: | S2R-T34 S2R-T34 | Engines: | 1 Turbo Prop |
| Operator: | CHRISTOPHER BROUGHTON | Engine Manufacturer: | P&W |
| Operating Certificate(s) Held: | | Engine Model/Series: | PT6A-34AG |
| Flight Conducted Under: | Part 137: Agricultural | | |

Meteorological Information and Flight Plan

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|---|-------------------|-------------------------------------|-------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Weather Information Source: | Witness |
| Lowest Ceiling: | None / 0 ft agl | Wind Speed/Gusts, Direction: | 10 knots / , 100° |
| Temperature: | 24° C | Visibility | 7 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | | Destination: | |

Wreckage and Impact Information

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|-----------------------------|---------|----------------------------|-------|
| Crew Injuries: | 1 None | Aircraft Damage: | Minor |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | 1 Fatal | Aircraft Explosion: | None |
| Latitude, Longitude: | | | |

Administrative Information

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| Investigator In Charge (IIC): | JEFFERY K LASHBROOK | Adopted Date: | 03/31/1993 |
| Investigation Docket: | NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ . | | |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.