



National Transportation Safety Board Aviation Accident Final Report

Location:	SUBLETTE, KS	Accident Number:	MKC89LA018
Date & Time:	11/01/1988, 1230 CST	Registration:	N5517X
Aircraft:	ROCKWELL S2R	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 137: Agricultural		

Analysis

WHILE CONDUCTING AN AERIAL APPLICATION OPERATION, THE AIRCRAFT STRUCK SOME CROSS-COUNTRY POWER LINES. THE ACFT NOSED DOWN AND STRUCK THE TERRAIN, CAUSING SUBSTANTIAL DAMAGE TO THE ACFT AND SERIOUS INJURIES TO THE PILOT. THE PILOT WAS UNABLE TO RECALL THE EVENTS IMMEDIATELY BEFORE STRIKING THE POWER LINES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

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) CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	45, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
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:	01/07/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9000 hours (Total, all aircraft), 4000 hours (Total, this make and model), 9000 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROCKWELL	Registration:	N5517X
Model/Series:	S2R S2R	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	5077R
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	09/16/1988, 100 Hour	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	20 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-1340-AN1
Registered Owner:	WEEKS, DENNIS E.	Rated Power:	600 hp
Operator:	STAPLETON, DORSEY G.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GCK, 2888 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1250 CST	Direction from Accident Site:	2°
Lowest Cloud Condition:	Scattered / 20000 ft agl	Visibility	12 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22° C / 1° C
Precipitation and Obscuration:			
Departure Point:	WATSON, KS (KS51)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1100 CST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JOHN R HRUBAN	Report Date:	11/07/1989
Additional Participating Persons:	HERB SHANNON		
Publish Date:			
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).