



National Transportation Safety Board Aviation Accident Final Report

Location:	Ellinwood, KS	Accident Number:	CHI01LA195
Date & Time:	07/02/2001, 0930 CDT	Registration:	N4549E
Aircraft:	Air Tractor AT-401	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The airplane contacted a guy wire and collided with the terrain during an aerial application flight. The pilot reported he saw the poles during the aerial application flight. He reported he knew that there would be wires in the area so he swung out wide during a turn to look for the wires. The right wing contacted a guy wire during the turn. The airplane then settled into the sunflower crop.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot failed to see and avoid the guy wire during an aerial application flight. A factor associated with the accident was the guy wire.

Findings

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

Findings

1. (F) OBJECT - WIRE,STATIC
 2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On July 2, 2001, at 0930 central daylight time, an Air Tractor AT-401, N4549E, contacted a guy wire and collided with the terrain during an aerial application flight in Ellinwood, Kansas. The commercial pilot flying the airplane was not injured. The airplane was substantially damaged. The 14 CFR Part 137 flight was operating in visual meteorological conditions without a flight plan. The pilot reported he departed the Ellinwood Municipal Airport at approximately 0900 central daylight time.

The pilot reported he saw the poles during the aerial application flight. He reported he knew that there would be wires in the area so he swung out wide during a turn to look for the wires. The right wing contacted a guy wire during the turn. The airplane then settled into the sunflower crop.

Pilot Information

Certificate:	Commercial	Age:	38, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/18/2000
Occupational Pilot:		Last Flight Review or Equivalent:	03/27/2001
Flight Time:	2553 hours (Total, all aircraft), 1000 hours (Total, this make and model), 2454 hours (Pilot In Command, all aircraft), 180 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Air Tractor	Registration:	N4549E
Model/Series:	AT-401	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	401-0765
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	03/15/2001, Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	150 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3138 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-1340-AN-1
Registered Owner:	Ellinwood Flying Services, Inc.	Rated Power:	600 hp
Operator:	Ellinwood Flying Services, Inc.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GBD, 1887 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	0935 CDT	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	26°C / 19°C
Precipitation and Obscuration:			
Departure Point:	Ellinwood, KS (1K6)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0900 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Pamela S Sullivan **Report Date:** 11/23/2001

Additional Participating Persons: Jeff Spangler; FAA; Wichita, KS

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 pubinq@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](#).