



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	AVONDALE, AZ	<b>Accident Number:</b>	LAX03LA122
<b>Date &amp; Time:</b>	04/01/2003, 1300 MST	<b>Registration:</b>	N30913
<b>Aircraft:</b>	Ayres S2R-T34	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

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## Analysis

The airplane struck power lines during the final agricultural spray application of the day. This particular pass involved flying underneath power lines. There was a backhoe parked near the pilot's intended flight path; as a result, he flew a higher than normal flight path. The airplane impacted the lower power lines. The pilot then flew the airplane back to his original departure point.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot failed to maintain adequate visual lookout and did not maintain clearance from power lines. The backhoe's location, which caused the pilot to alter his planned flight path, was a factor.

## Findings

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

### Findings

1. (F) OBJECT - VEHICLE
2. (F) MANEUVER TO AVOID OBSTRUCTIONS - PERFORMED - PILOT IN COMMAND
3. OBJECT - WIRE, TRANSMISSION
4. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
5. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

On April 1, 2003, about 1300 mountain standard time, an Ayres S2R-T34, N30913, struck power line wires during a low altitude aerial application pass near Avondale, Arizona. Pierce Aviation was operating the airplane under the provisions of 14 CFR Part 137. The commercial pilot, the sole occupant, was not injured; the airplane sustained substantial damage. The local aerial application flight departed a private strip near Buckeye, Arizona, about 1230. Visual meteorological conditions prevailed, and no flight plan had been filed. The accident occurred at 33 degrees 20 minutes north latitude and 112 degrees 20 minutes west longitude.

In a written statement submitted by the pilot, he reported that the purpose of the flight was to spray the last of seven fields. This particular pass involved flying underneath power lines. There was a backhoe parked near the pilot's intended flight path; as a result, he flew a higher than normal flight path. The airplane impacted the lower power lines, resulting in damage to the propeller, top canopy, vertical stabilizer, horizontal stabilizer, elevator, and rudder. The pilot then flew the airplane back to his original departure point.

## Pilot Information

<b>Certificate:</b>	Commercial; Flight Engineer	<b>Age:</b>	62, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	04/08/2002
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	04/17/2002
<b>Flight Time:</b>	44000 hours (Total, all aircraft), 1000 hours (Total, this make and model), 80 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Ayres	Registration:	N30913
Model/Series:	S2R-T34	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	50641530
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	06/24/2002, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	80 Hours	Engines:	1 Turbo Prop
Airframe Total Time:	11685 Hours as of last inspection	Engine Manufacturer:	Pratt and Whitney
ELT:	Not installed	Engine Model/Series:	PT6A-34AG
Registered Owner:	Ag Aviation	Rated Power:	780 hp
Operator:	PIERCE AVIATION	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	ZFEG

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GYR, 980 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	1245 MST	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 25000 ft agl	Visibility	30 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.85 inches Hg	Temperature/Dew Point:	31° C / -3° C
Precipitation and Obscuration:			
Departure Point:	Buckeye, AZ (AZ10)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1230 MST	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:	33.333333, -112.333333

## Administrative Information

**Investigator In Charge (IIC):** HOWARD D PLAGENS **Report Date:** 09/01/2004

**Additional Participating Persons:** Ron Rosenhahn; Federal Aviation Administration; Scottsdale, AZ

**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](mailto: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](#).