



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## 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

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

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

## Pilot Information

<b>Certificate:</b>	Commercial; Flight Engineer	<b>Age:</b>	62
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<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

<b>Aircraft Make:</b>	Ayres	<b>Registration:</b>	N30913
<b>Model/Series:</b>	S2R-T34	<b>Engines:</b>	1 Turbo Prop
<b>Operator:</b>	PIERCE AVIATION	<b>Engine Manufacturer:</b>	Pratt and Whitney
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	PT6A-34AG
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	GYR, 980 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 10°
<b>Temperature:</b>	31 °C	<b>Visibility</b>	30 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Buckeye, AZ (AZ10)	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	33.333333, -112.333333		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	HOWARD D PLAGENS	<b>Adopted Date:</b>	09/01/2004
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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.