



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Philadelphia, MS	<b>Accident Number:</b>	ATL04CA108
<b>Date &amp; Time:</b>	05/01/2004, 1050 CDT	<b>Registration:</b>	N32DS
<b>Aircraft:</b>	Sawyer Skybolt	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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On May 1, 2004, at 1050 central daylight time an experimental Sawyer Steen Skybolt, N32DS, registered to and operated by a commercial pilot collided with a guy wire while in low altitude cruise near Philadelphia, Mississippi. This flight operated under the provisions of Title 14 CFR Part 91. There was no flight plan filed and visual meteorological conditions prevailed. The airplane was substantially damaged. The pilot and passenger were not injured. This flight originated from Louisville Winston County Airport, Louisville, Mississippi on May 1, 2004 at 1015.

The pilot had just passed over Philadelphia Municipal Airport and turned left to a heading of 140 degrees, cruising at an altitude of 1600 feet. The pilot stated that at the reduced power setting of 2000 RPM, the airplane had a slightly higher angle of attack than normal cruise. After about 8 minutes on the heading of 140 degrees, the pilot felt a shock on the airframe and heard a loud noise. The airplane turned 30 degrees to the left. The airplane was still flyable so the pilot proceeded to the nearest airport, Barrett Field in Philadelphia, Mississippi and landed without incident.

The pilot did not report any mechanical malfunctions with the airplane. Examination of the airplane revealed both left wings were broken off from middle portion of wing, the left wing spar was damaged and the left aileron almost completely detached. The pilot stated that "aircraft with characteristics of tandem seating with Pilot-In-Command in the rear, and forward visibility obscured to any degree above the level flight path should not be flown for long periods on a steady heading. Small course changes, left and right will eliminate the obscured area."

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	71, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<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--no waivers/lim.	<b>Last FAA Medical Exam:</b>	05/05/2004
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	01/12/2003
<b>Flight Time:</b>	6794 hours (Total, all aircraft), 49 hours (Total, this make and model), 5693 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Sawyer	<b>Registration:</b>	N32DS
<b>Model/Series:</b>	Skybolt	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	01
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	11/20/2003, Annual	<b>Certified Max Gross Wt.:</b>	1690 lbs
<b>Time Since Last Inspection:</b>	10 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1346 Hours	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-360A1A
<b>Registered Owner:</b>	Robert Langley	<b>Rated Power:</b>	180 hp
<b>Operator:</b>	Robert Langley	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KMEI, 297 ft msl	Distance from Accident Site:	31 Nautical Miles
Observation Time:	1553 CDT	Direction from Accident Site:	135°
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Broken / 1100 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	21 °C / 18 °C
Precipitation and Obscuration:			
Departure Point:	Louisville, MS (LMS)	Type of Flight Plan Filed:	None
Destination:	Merdian, MS	Type of Clearance:	None
Departure Time:	1015 CDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	32.766667, -89.100000

## Administrative Information

Investigator In Charge (IIC):	Phil Powell
Additional Participating Persons:	Doug Smiley; Jackson FSDO
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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> .