



National Transportation Safety Board Aviation Accident Final Report

Location:	Philadelphia, MS	Accident Number:	ATL04CA108
Date & Time:	05/01/2004, 1050 CDT	Registration:	N32DS
Aircraft:	Sawyer Skybolt	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane collided with a guy wire while in low altitude cruise near Philadelphia, Mississippi. 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 that both left wings were broken off from the middle portion of wing, left wing spar 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."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to see and avoid a guy wire which resulted in an in-flight collision.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: CRUISE

Findings

1. (C) OBJECT - GUY WIRE
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	71, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/05/2004
Occupational Pilot:		Last Flight Review or Equivalent:	01/12/2003
Flight Time:	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

Aircraft Make:	Sawyer	Registration:	N32DS
Model/Series:	Skybolt	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	01
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	11/20/2003, Annual	Certified Max Gross Wt.:	1690 lbs
Time Since Last Inspection:	10 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1346 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360A1A
Registered Owner:	Robert Langley	Rated Power:	180 hp
Operator:	Robert Langley	Operating Certificate(s) Held:	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	Report Date:	06/28/2006
Additional Participating Persons:	Doug Smiley; Jackson FSDO		
Publish Date:			
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 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](#).