



National Transportation Safety Board Aviation Accident Final Report

Location:	Kahlotus, WA	Accident Number:	WPR12CA026
Date & Time:	11/02/2011, 1250 PDT	Registration:	N1206S
Aircraft:	AYRES CORPORATION S2R-600	Aircraft Damage:	Substantial
Defining Event:	Controlled flight into terr/obj (CFIT)	Injuries:	1 Serious
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot was conducting an aerial application flight; he had just completed an application and was proceeding to another nearby field. He diverted his attention to reprogram the cockpit global positioning system (GPS) receiver and failed to retrim the airplane with nose-up trim. While the pilot was reprogramming the GPS receiver, the airplane entered a shallow descent and impacted the top of a small hill.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain clearance from the ground due to his distraction with programming a global positioning system receiver.

Findings

Personnel issues	Monitoring environment - Pilot (Cause) Task performance - Pilot (Cause)
Environmental issues	Mountainous/hilly terrain - Awareness of condition (Cause)

Factual Information

History of Flight

Maneuvering	Controlled flight into terr/obj (CFIT) (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	59, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last Medical Exam:	04/20/2011
Occupational Pilot:		Last Flight Review or Equivalent:	04/10/2011
Flight Time:	22000 hours (Total, all aircraft), 11000 hours (Total, this make and model), 350 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	AYRES CORPORATION	Registration:	N1206S
Model/Series:	S2R-600	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	2470R
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	03/23/2011, Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:		Engines:	1 Turbo Prop
Airframe Total Time:	4491 Hours	Engine Manufacturer:	Garrett
ELT:	Not installed	Engine Model/Series:	Type 331-252M
Registered Owner:	FAUNCE AVIATION LLC	Rated Power:	840 hp
Operator:	FAUNCE AVIATION LLC	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Kahlotus, WA	Type of Flight Plan Filed:	None
Destination:	Kahlotus, WA	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Van McKenny	Adopted Date:	01/18/2012
Additional Participating Persons:	Eric Barr; Federal Aviation Administration; Spokane, WA		
Publish Date:	01/18/2012		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=82227		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.