



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|---------------------------|-------------------------|------------|
| Location: | Kahlotus, WA | Accident Number: | WPR12CA026 |
| Date & Time: | 11/02/2011, 1250 PDT | Registration: | N1206S |
| Aircraft: | AYRES CORPORATION S2R-600 | 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.

Flight Events

Maneuvering - Controlled flight into terr/obj (CFIT)

Probable Cause

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-Psychological-Attention/monitoring-Monitoring environment-Pilot - C
Personnel issues-Task performance-(general)-(general)-Pilot - C
Environmental issues-Physical environment-Terrain-Mountainous/hilly terrain-Awareness of condition - C

Pilot Information

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|----------------------------------|---|------------------------------|------|
| Certificate: | Commercial | Age: | 59 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| 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

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|---|------------------------|-----------------------------|---------------|
| Aircraft Manufacturer: | AYRES CORPORATION | Registration: | N1206S |
| Model/Series: | S2R-600 | Engines: | 1 Turbo Prop |
| Operator: | FAUNCE AVIATION LLC | Engine Manufacturer: | Garrett |
| Air Carrier Operating Certificate: | None | Engine Model/Series: | Type 331-252M |
| Flight Conducted Under: | Part 137: Agricultural | | |

Meteorological Information and Flight Plan

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|---|----------------------------------|-------------------------------------|--------------|
| Observation Facility, Elevation: | | Weather Information Source: | Pilot |
| Conditions at Accident Site: | Visual Conditions | Lowest Ceiling: | None |
| Condition of Light: | Day | Wind Speed/Gusts, Direction: | Calm |
| Temperature: | | Visibility | 10 Miles |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Kahlotus, WA | Destination: | Kahlotus, WA |

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 |

Administrative Information

| | | | |
|--------------------------------------|---|----------------------|------------|
| Investigator In Charge (IIC): | Van McKenny | Adopted 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.

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