



# National Transportation Safety Board Aviation Accident Data Summary

---

<b>Location:</b>	Tulelake, CA	<b>Accident Number:</b>	WPR14LA322
<b>Date &amp; Time:</b>	08/01/2014, 0900 PDT	<b>Registration:</b>	N3627R
<b>Aircraft:</b>	SCHWEIZER AIRCRAFT CORP G 164B	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

---

## Analysis

The pilot was applying the last load of insecticide to a field in the agricultural biplane when the top wing struck power lines as the biplane passed underneath it. The operator reported that the pilot had applied insecticide to the same field many times. Further, he had flown under the power lines many times without incident. There were no witnesses to the accident; a spotter who had been assigned to the pilot was transitioning to another location at the time.

Postaccident examination of the airframe and engine did not reveal any anomalies that would have precluded normal operation, and the propeller's damage signatures indicated that the engine was operating at the time of impact. At the time of the accident, the sun would have been positioned just off the airplane's right wing; therefore, it is unlikely that the sun hindered the pilot's view. The airplane struck thinner lines that were about 10 ft below 40-ft-high thicker lines; therefore, it is possible that the pilot was focused on the upper lines and did not see the lower ones.

## Flight Events

Maneuvering-low-alt flying - Loss of visual reference

Maneuvering-low-alt flying - Collision with terr/obj (non-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 power lines while maneuvering during low-altitude operations.

## Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Altitude-Not attained/maintained - C

Personnel issues-Psychological-Attention/monitoring-Monitoring environment-Pilot - C

Environmental issues-Physical environment-Object/animal/substance-Wire-Awareness of condition - C

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	58
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	(Estimated) 30000 hours (Total, all aircraft), 22350 hours (Total, this make and model), 30000 hours (Pilot In Command, all aircraft), 504 hours (Last 90 days, all aircraft), 154 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	SCHWEIZER AIRCRAFT CORP	<b>Registration:</b>	N3627R
<b>Model/Series:</b>	G 164B	<b>Engines:</b>	1 Turbo Prop
<b>Operator:</b>	MACYS FLYING SERVICE INC	<b>Engine Manufacturer:</b>	Garrett/Airesearch
<b>Air Carrier Operating Certificate:</b>	Agricultural Aircraft (137)	<b>Engine Model/Series:</b>	TPE331-2-201A
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	KLMT, 4092 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	Calm
<b>Temperature:</b>	22° C / 10° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Tulelake, CA (O81)	<b>Destination:</b>	Tulelake, CA (O81)

## Airport Information

<b>Airport:</b>	TULELAKE MUNI (O81)	<b>Runway Surface Type:</b>	N/A
<b>Runway Used:</b>	N/A	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Elliott Simpson	<b>Adopted Date:</b>	01/05/2016
<b>Note:</b>	The NTSB did not travel to the scene of this accident.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89780">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89780</a>		

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.