



National Transportation Safety Board Aviation Accident Final Report

Location:	Welsh, LA	Accident Number:	GAA19CA452
Date & Time:	07/24/2019, 0820 CDT	Registration:	N1509E
Aircraft:	Air Tractor AT 502	Aircraft Damage:	Substantial
Defining Event:	Low altitude operation/event	Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot reported that, during an agricultural application low pass, he descended below the height of wires adjacent to the field. Shortly after, he saw a telephone pole and maneuvered the airplane to avoid the pole, but the airplane's left wing struck the top of the pole. The airplane rolled left and impacted the ground inverted. The airplane sustained substantial damage to both wings and the fuselage. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

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 a telephone pole during an agricultural application flight.

Findings

Personnel issues	Monitoring environment - Pilot (Cause)
Environmental issues	Pole - Effect on operation (Cause)

Factual Information

History of Flight

Maneuvering-low-alt flying Low altitude operation/event (Defining event)

Pilot Information

Certificate:	Commercial	Age:	61, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	12/21/2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	02/16/2018
Flight Time:	(Estimated) 5869 hours (Total, all aircraft), 1849 hours (Total, this make and model), 5352 hours (Pilot In Command, all aircraft), 219 hours (Last 90 days, all aircraft), 41 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Air Tractor	Registration:	N1509E
Model/Series:	AT 502 Undesignat	Aircraft Category:	Airplane
Year of Manufacture:	1991	Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	502-0145
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	06/22/2019, 100 Hour	Certified Max Gross Wt.:	8000 lbs
Time Since Last Inspection:		Engines:	1 Turbo Prop
Airframe Total Time:	8773.6 Hours at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	Not installed	Engine Model/Series:	PT6A-34AG
Registered Owner:	On file	Rated Power:	750 hp
Operator:	On file	Operating Certificate(s) Held:	Agricultural Aircraft (137)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KCWF, 17 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	1345 UTC	Direction from Accident Site:	271°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	23° C / 18° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Welsh, LA (LS18)	Type of Flight Plan Filed:	None
Destination:	Welsh, LA (LS18)	Type of Clearance:	None
Departure Time:	0800 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	30.202222, -92.775000 (est)

Administrative Information

Investigator In Charge (IIC):	Eleazar Nepomuceno	Report Date:	04/13/2020
Additional Participating Persons:	Keith Kibodeaux; FAA; Baton Rouge, LA		
Publish Date:	04/13/2020		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=99931		

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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](#).