



## RECORD OF CONVERSATION

**Michael J. Hodges**  
**Air Safety Investigator**  
**Central Regional Office**  
**Office of Aviation Safety**  
**National Transportation Safety Board**

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**Date: 03/17/2020**

**Person Contacted: Mr. Steven Hill (Pilot – N5197Y, Air Tractor AT-602)**

**NTSB Case Number: CEN20LA109**

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### **Narrative:**

The following is a synopsis of the information provided by Mr. Steven Hill to the NTSB investigator-in-charge, via telephone.

- The accident happened about 1030 in the morning.
- The target field was already completed, and the wood power line pole was already identified before the trim pass was started.
- The trim pass was conducted from west to east, on the north side of the field that was completed.
- There was about 495 gallons of chemical in the hopper.
- The airplane was traveling between 160 to 180 mph when the propeller strike occurred.
- The pilot did not know about, nor did he see the galvanized metal bracket attached to the top of the wood power line pole.
- After the propeller strike, there were extreme vibrations throughout the engine and airframe.
- The windshield panels were covered in oil from the engine.
- The pilot attempted to clear the oil from the windshield with the windshield wiper, but it didn't make a difference.
- The hopper load was not dumped after the propeller strike.
- The pilot had to land the airplane while looking out of the left window as the windshield panels were covered in oil.
- The airplane landed to a dirt road.
- The pilot wore a MSA Gallet LH250 helicopter flight helmet during the flight. The tinted visor was not extended down, no sunglasses were worn, and he was wearing his required contact lenses.
- The pilot did not feel that the glare from the sun played a role with the accident.
- The pilot felt well rested for the flight and fatigue did not play a role with the accident.



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**Date: 03/12/2020**

**Person Contacted: Mr. Andrew Finne (Aviation Safety Inspector – Federal  
Aviation Administration Little Rock Flight Standards District Office)**

**NTSB Case Number: CEN20LA109**

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### **Narrative:**

The following is a synopsis of the information provided by Mr. Andrew Finne to the NTSB investigator-in-charge, via telephone.

- The wood power line pole that was impacted by N5197Y (Air Tractor AT-602) was not marked with any bright paints.
- The wires emitting from the wood power line were not marked with any reflective devices.



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**Date: 04/30/2020**

**Person Contacted: Kyle Schroeder (Air Tractor – Air Safety Investigator)**

**NTSB Case Number: CEN20LA109**

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### **Narrative:**

The following is a synopsis of the information provided by Kyle Schroeder to the NTSB investigator-in-charge (IIC), via telephone.

- The NTSB IIC suggested to Air Tractor about proposing to the FAA about including post-obstacle strike and emergency hopper dump guidance to a future edition of the Airplane Flight Manual, and Air Tractor agreed to work toward publishing such guidance.
- For the Air Tractor AT-602, there is no airspeed limitation for performing an emergency hopper dump.