



Aviation Investigation Final Report

Location:	IDAHO FALLS, Idaho	Accident Number:	SEA98LA080
Date & Time:	May 20, 1998, 09:15 Local	Registration:	N1009T
Aircraft:	Air Tractor AT-401	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

According to the pilot, who was maneuvering near the power line while applying chemicals to a field, he had just rolled wings-level and descended for another pass when his left wing contacted the top wire of the power line. He said that he saw the line and thought he had clearance, but the aircraft's wing caught the wire near its tip. He reported that after colliding with the power line, the aircraft struck the ground in a 'cart-wheeling' motion. He further stated that he was accustomed to flying the AT-300, but that he had recently purchased the AT-401, and that this was his first application flight using the new aircraft. It was his opinion that the different size and sight-picture of the 401 had caused him to think he had more clearance from the wire than he actually had.

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 power transmission line during an aerial application flight. Factors include a power line located just beyond the boundary of the field being sprayed, and the pilot's incorrect judgement of the distance between the wire and his aircraft.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
2. (F) DISTANCE - MISJUDGED - PILOT IN COMMAND
3. (F) OBJECT - WIRE, TRANSMISSION

Factual Information

On May 20, 1998, approximately 0915 mountain daylight time, an Air Tractor AT-401, N1009T, collided with a power transmission line during an aerial application flight about two miles northwest of Idaho Falls, Idaho. The commercial pilot, who was the sole occupant, received minor injuries, and the aircraft, which was owned and operated by the pilot, sustained substantial damage. The 14 CFR Part 137 flight, which originated at an agricultural airstrip near Osgood, Idaho, was being operated in visual meteorological conditions.

According to the pilot, who had been maneuvering near the power line while applying chemicals to a field, he was just rolling wings-level and descending for another pass when his left wing contacted the top wire of a power line located just beyond the boundary of the field he was spraying. He said that he saw the line and thought he had clearance, but the aircraft's wing caught the wire near its tip. He reported that after colliding with the power line, the aircraft struck the ground in a "cart-wheeling" motion. He further stated that he was accustomed to flying the AT-300, but that he had recently purchased the AT-401, and that this was his first application flight using the new aircraft. It was his opinion that the different size and sight-picture of the 401 had caused him to think he had more clearance from the wire than he actually had.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	53, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 2, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	9882 hours (Total, all aircraft), 9 hours (Total, this make and model), 9761 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Air Tractor	Registration:	N1009T
Model/Series:	AT-401 AT-401	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	401-0707
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	April 21, 1998 100 hour	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	9 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4055 Hrs	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	1340-AN2
Registered Owner:	ORLIN D. LEWIS	Rated Power:	600 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:	LEWIS FLYING SERVICE	Operator Designator Code:	HNBG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OSGOOD , ID	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	43.429809,-111.890449(est)

Administrative Information

Investigator In Charge (IIC):	Anderson, Orrin
Additional Participating Persons:	JAY MOONEY; SALT LAKE CITY , UT
Original Publish Date:	July 12, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=42789

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