



Aviation Investigation Final Report

Location:	Satartia, Mississippi	Accident Number:	MIA08CA170
Date & Time:	August 22, 2008, 14:30 Local	Registration:	N1520X
Aircraft:	Air Tractor AT-502	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot noticed that during a low pass over a field, the aircraft was approaching the known location of a 40 foot-tall antenna. He initiated a right climbing turn to avoid the antenna, but the left wing collided with it. The airplane abruptly rolled left to the inverted position, and while attempting to correct, the airplane impacted the ground. Based on the antenna height and location from the nearest airport, the Federal Aviation Administration was not required to be notified of its construction.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate visual lookout resulting in the in-flight collision with a 40-foot-tall antenna.

Findings

Environmental issues	Tower/antenna (incl guy wires) - Response/compensation
Personnel issues	Monitoring environment - Pilot

Factual Information

History of Flight

Maneuvering-low-alt flying	Collision with terr/obj (non-CFIT) (Defining event)
Uncontrolled descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	37,Male
Airplane Rating(s):	Single-engine land; Multi-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 With waivers/limitations	Last FAA Medical Exam:	December 1, 2007
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 1, 2007
Flight Time:	7727 hours (Total, all aircraft), 4854 hours (Total, this make and model), 7600 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Air Tractor	Registration:	N1520X
Model/Series:	AT-502	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	502-0157
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	November 1, 2007 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	430 Hrs	Engines:	1 Turbo prop
Airframe Total Time:	8775 Hrs at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	Not installed	Engine Model/Series:	PT6A-15AG
Registered Owner:	Carson Air Service, Inc.	Rated Power:	680 Horsepower
Operator:	Carson Air Service, Inc.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	J47G

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	JAN,346 ft msl	Distance from Accident Site:	
Observation Time:	14:54 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3400 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	33°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Holly Bluff, MS	Type of Flight Plan Filed:	None
Destination:	Yazoo City, MS	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 Minor	Latitude, Longitude:	32.716667,-90.55194

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	Michael E Jones; FAA/FSDO; Jackson, MS
Original Publish Date:	January 22, 2009
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=68767

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).