



Aviation Investigation Final Report

Location:	Napoleon, North Dakota	Accident Number:	GAA18CA563
Date & Time:	September 21, 2018, 13:30 Local	Registration:	N968JB
Aircraft:	Air Tractor AT802	Aircraft Damage:	Substantial
Defining Event:	Low altitude operation/event	Injuries:	1 Serious
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot reported that, during an agricultural application flight, the airplane's right wing struck a power line pole and then impacted terrain.

The airplane sustained substantial damage to both wings, the fuselage, and the empennage.

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 power line pole during an agricultural application flight.

Findings

Personnel issues	Monitoring environment - Pilot
Environmental issues	Pole - Effect on operation

Factual Information

History of Flight

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

Certificate:	Commercial	Age:	38,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	3-point
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:	December 7, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	February 15, 2017
Flight Time:	(Estimated) 4600 hours (Total, all aircraft), 600 hours (Total, this make and model), 4600 hours (Pilot In Command, all aircraft), 220 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Air Tractor	Registration:	N968JB
Model/Series:	AT802 A	Aircraft Category:	Airplane
Year of Manufacture:	2016	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	802A-0669
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	August 1, 2018 100 hour	Certified Max Gross Wt.:	8000 lbs
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:	600 Hrs	Engine Manufacturer:	P&W Canada
ELT:	Not installed	Engine Model/Series:	PT6
Registered Owner:		Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	Agricultural aircraft (137)
Operator Does Business As:	Mattern Spray	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	K7L2,1779 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	18:35 Local	Direction from Accident Site:	228°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.31 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Napoleon, ND	Type of Flight Plan Filed:	Unknown
Destination:	Napoleon, ND	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	46.518333,-99.765274(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Dustin Jostad; FAA; Fargo, ND
Original Publish Date:	April 8, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98337

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).