



Aviation Investigation Final Report

Location:	England, Arkansas	Accident Number:	CEN24LA175
Date & Time:	May 1, 2024, 08:30 Local	Registration:	N8515G
Aircraft:	AIR TRACTOR INC AT-802A	Aircraft Damage:	Substantial
Defining Event:	Low altitude operation/event	Injuries:	1 Serious
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot reported that, while performing aerial application work at a low altitude, he became distracted by looking at a map and not focused on a nearby tower with guy wires. When the pilot looked up, he realized he did not veer far and high enough away from the tower guy wires. The airplane struck the guy wires and impacted the terrain. The airplane sustained substantial damage to the fuselage and both wings. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The pilot reported that the accident might have been prevented if he had completed a better pre-application briefing.

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 tower guy wires while maneuvering during a low-level aerial application flight.

Findings

Personnel issues	Monitoring environment - Pilot
Aircraft	Altitude - Not attained/maintained
Environmental issues	Tower/antenna (incl guy wires) - Ability to respond/compensate

Factual Information

History of Flight

Maneuvering-low-alt flying	Low altitude operation/event (Defining event)
Maneuvering-low-alt flying	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	65,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	August 29, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 3, 2024
Flight Time:	11412 hours (Total, all aircraft), 258 hours (Total, this make and model), 11112 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AIR TRACTOR INC	Registration:	N8515G
Model/Series:	AT-802A	Aircraft Category:	Airplane
Year of Manufacture:	2004	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	802A-0180
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	April 14, 2024 Annual	Certified Max Gross Wt.:	16000 lbs
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:	6185.7 Hrs as of last inspection	Engine Manufacturer:	Pratt & Whitney
ELT:	Not installed	Engine Model/Series:	PT6A-67AG
Registered Owner:	On file	Rated Power:	1450 Horsepower
Operator:	On file	Operating Certificate(s) Held:	Agricultural aircraft (137)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KLIT, 257 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	07:53 Local	Direction from Accident Site:	293°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	England, AR	Type of Flight Plan Filed:	None
Destination:	England, AR	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	34.603597,-91.881838(est)

Administrative Information

Investigator In Charge (IIC):	Sauer, Aaron
Additional Participating Persons:	Danny Brickey; FAA; Little Rock, AR
Original Publish Date:	June 13, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=194206

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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](#).