



Aviation Investigation Final Report

Location:	New Washington, Ohio	Accident Number:	ERA24LA220
Date & Time:	May 18, 2024, 14:30 Local	Registration:	N4196K
Aircraft:	AIR TRACTOR INC AT-602	Aircraft Damage:	Substantial
Defining Event:	Low altitude operation/event	Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot of the aerial application airplane surveyed the field at a higher altitude prior to spraying. He determined that spraying north and south, while flying below high-tension lines, would require the least amount of maneuvering in the heavy airplane. The pilot flew the first pass uneventfully; however, during the second pass, the airplane's rudder contacted a powerline. The rudder separated and the airplane landed sideways in the field, resulting in substantial damage to the wings and fuselage. The pilot stated that there were no preimpact mechanical malfunctions or failures of 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 powerlines during an aerial application flight.

Findings

Aircraft	Altitude - Not attained/maintained
Environmental issues	Wire - Decision related to condition
Personnel issues	Decision making/judgment - Pilot

Factual Information

History of Flight

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

Certificate:	Airline transport; Commercial; Flight instructor	Age:	51,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	February 1, 2024
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 1, 2024
Flight Time:	9800 hours (Total, all aircraft), 50 hours (Total, this make and model), 9215 hours (Pilot In Command, all aircraft), 105 hours (Last 90 days, all aircraft), 82 hours (Last 30 days, all aircraft), 11 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AIR TRACTOR INC	Registration:	N4196K
Model/Series:	AT-602	Aircraft Category:	Airplane
Year of Manufacture:	2005	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	602-1136
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	March 1, 2024 100 hour	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:	19 Hrs	Engines:	1 Turbo prop
Airframe Total Time:	8319 Hrs at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	Not installed	Engine Model/Series:	PT6A-60AG
Registered Owner:	On file	Rated Power:	1050 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:	MFD,1297 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	14:52 Local	Direction from Accident Site:	120°
Lowest Cloud Condition:	Few / 4400 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 7500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.91 inches Hg	Temperature/Dew Point:	26°C / 16°C
Precipitation and Obscuration:			
Departure Point:	Bucyrus, OH (17G)	Type of Flight Plan Filed:	None
Destination:	Bucyrus, OH (17G)	Type of Clearance:	None
Departure Time:	14:15 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	40.94156,-82.86344(est)

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	Mark Frank; FAA/FSDO; Cleveland, OH
Original Publish Date:	June 28, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=194280

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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](#).