



Aviation Investigation Final Report

Location:	Ulysses, Kansas	Accident Number:	CEN23LA303
Date & Time:	May 27, 2023, 12:00 Local	Registration:	N4182G
Aircraft:	AYRES CORPORATION S2R-G6	Aircraft Damage:	Substantial
Defining Event:	Low altitude operation/event	Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot reported that, while spraying a pasture at low altitude, the airplane struck a zipline cable, which resulted in substantial damage to the vertical stabilizer and rudder. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation and that he needed to be more alert to obstacles.

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 cable during spray operations.

Findings

Personnel issues	Monitoring environment - Pilot
Aircraft	Altitude - Not attained/maintained
Environmental issues	Wire - Awareness of condition

Factual Information

History of Flight

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

Certificate:	Commercial; Flight instructor	Age:	64,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	Glider	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	January 13, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 13, 2022
Flight Time:	17300 hours (Total, all aircraft), 2400 hours (Total, this make and model), 17000 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AYRES CORPORATION	Registration:	N4182G
Model/Series:	S2R-G6	Aircraft Category:	Airplane
Year of Manufacture:	2000	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	G6-155
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	April 26, 2023 Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	37 Hrs	Engines:	1 Turbo prop
Airframe Total Time:	2899 Hrs at time of accident	Engine Manufacturer:	Garrett
ELT:	Installed	Engine Model/Series:	TPE331-6-252M
Registered Owner:	On file	Rated Power:	750
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:	ULS,3067 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	11:00 Local	Direction from Accident Site:	120°
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:		Temperature/Dew Point:	21.1°C
Precipitation and Obscuration:			
Departure Point:	Ulysses, KS (ULS)	Type of Flight Plan Filed:	None
Destination:	Ulysses, KS (ULS)	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Ulysses Airport ULS	Runway Surface Type:	Concrete
Airport Elevation:	3071 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	6000 ft / 100 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	37.604,-101.37355(est)

Administrative Information

Investigator In Charge (IIC):	Folkerts, Michael
Additional Participating Persons:	Duane Arena; FAA; Wichita, KS
Original Publish Date:	September 28, 2023
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=192622

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).