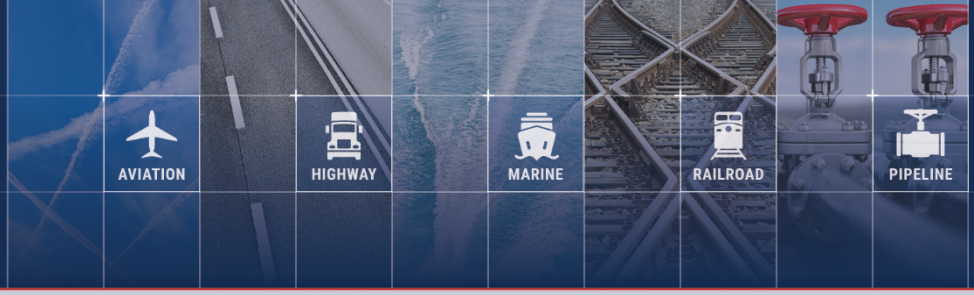


# Aviation Investigation Final Report

| | | | |
|---|---|---|---|
| **Location:** | Abbeville, Louisiana | **Accident Number:** | CEN24LA029 |
| **Date & Time:** | October 28, 2023, 10:30 Local | **Registration:** | N910MG |
| **Aircraft:** | Ag-Cat Corporation G-164B | **Aircraft Damage:** | Substantial |
| **Defining Event:** | Collision with terr/obj (non-CFIT) | **Injuries:** | 1 None |
| **Flight Conducted Under:** | Part 137: Agricultural | | |

## Analysis

The pilot was conducting an aerial application flight when the airplane impacted a power line during a turn at the completion of a spray pass. Following the collision, the pilot was able to fly the airplane back to the departure airstrip and land without further incident. The airplane sustained substantial damage to the lower right wing and upper right aileron during the wire strike.

The pilot reported that there were no 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 during an aerial application flight.

## Findings

| | |
|---|---|
| **Personnel issues** | Monitoring environment - Pilot |
| **Environmental issues** | Wire - Effect on equipment |
| **Aircraft** | Altitude - Not attained/maintained |

# Factual Information

## History of Flight

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

## Pilot Information

| | | | |
|---|---|---|---|
| **Certificate:** | Commercial | **Age:** | 21,Male |
| **Airplane Rating(s):** | Single-engine land | **Seat Occupied:** | Single |
| **Other Aircraft Rating(s):** | None | **Restraint Used:** | Unknown |
| **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:** | January 25, 2023 |
| **Occupational Pilot:** | Yes | **Last Flight Review or Equivalent:** | January 31, 2023 |
| **Flight Time:** | 478 hours (Total, all aircraft), 226 hours (Total, this make and model), 399.7 hours (Pilot In Command, all aircraft), 103 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft) | | |

## Aircraft and Owner/Operator Information

| | | | |
|---|---|---|---|
| **Aircraft Make:** | Ag-Cat Corporation | **Registration:** | N910MG |
| **Model/Series:** | G-164B | **Aircraft Category:** | Airplane |
| **Year of Manufacture:** | 1995 | **Amateur Built:** | |
| **Airworthiness Certificate:** | Restricted (Special) | **Serial Number:** | 835B |
| **Landing Gear Type:** | Tailwheel | **Seats:** | 1 |
| **Date/Type of Last Inspection:** | April 11, 2023 Annual | **Certified Max Gross Wt.:** | |
| **Time Since Last Inspection:** | | **Engines:** | 1 Turbo prop |
| **Airframe Total Time:** | 12481 Hrs as of last inspection | **Engine Manufacturer:** | Pratt & Whitney Canada |
| **ELT:** | Not installed | **Engine Model/Series:** | PT6A-34 |
| **Registered Owner:** | Vincent Flying Service, Inc. | **Rated Power:** | 750 Horsepower |
| **Operator:** | Vincent Flying Service, Inc. | **Operating Certificate(s) Held:** | Agricultural aircraft (137) |
| **Operator Does Business As:** | | **Operator Designator Code:** | V3FG |

## Meteorological Information and Flight Plan

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|---|---|---|---|
| **Conditions at Accident Site:** | Visual (VMC) | **Condition of Light:** | Day |
| **Observation Facility, Elevation:** | KIYA,50 ft msl | **Distance from Accident Site:** | 4 Nautical Miles |
| **Observation Time:** | 10:35 Local | **Direction from Accident Site:** | 137° |
| **Lowest Cloud Condition:** | Scattered / 1600 ft AGL | **Visibility** | 7 miles |
| **Lowest Ceiling:** | Broken / 2800 ft AGL | **Visibility (RVR):** | |
| **Wind Speed/Gusts:** | 4 knots / | **Turbulence Type Forecast/Actual:** | / |
| **Wind Direction:** | 120° | **Turbulence Severity Forecast/Actual:** | / |
| **Altimeter Setting:** | 30.14 inches Hg | **Temperature/Dew Point:** | 26°C / 20°C |
| **Precipitation and Obscuration:** | No Obscuration; No Precipitation | | |
| **Departure Point:** | Kaplan, LA (PVT) | **Type of Flight Plan Filed:** | None |
| **Destination:** | Kaplan, LA (PVT) | **Type of Clearance:** | None |
| **Departure Time:** | 10:00 Local | **Type of Airspace:** | Class G |

## 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:** | 30.020965,-92.132387(est) |

## Preventing Similar Accidents

Preventing Obstacle Collisions in Agricultural Operations (SA-035)

### The Problem

Accidents involving collisions with obstacles, including poles, wires, guy wires, meteorological evaluation towers (MET), or trees, are among the most common types of agricultural aircraft accidents. Some collisions involved obstacles that the pilots did not see (even during survey flights) but others involved obstacles that were known to the pilot and/or had characteristics that would make them visibly conspicuous.

### What can you do?

- Maintain a quick-reference document (paper or electronic) at the operations base that contains field maps, charts, photographs, and details of all known obstacles.Frequently review current aeronautical charts for information about obstacles.
- Before you leave the ground, spend time becoming familiar with all available information about the target field and programming navigation equipment. Such preflight action can help reduce the potential for confusion or distraction in flight.
- Conduct aerial surveys of the target field but do not rely solely on an aerial survey to identify potential obstacles.
- Conduct regular ground surveys of fields. Some towers can be erected in hours, and obstacles can change since you last worked that field.

- When possible, use ground crews. They may be in a better position to see certain obstacles and help you ensure that your aircraft remains clear of them.
- Watch for shadows and irregularities in growth patterns to help identify obstacles.
- Speak with farmers and land owners to raise awareness about obstacle hazards.
- Use GPS and other technology to maintain awareness of obstacle locations.
- Be aware that workload, fatigue, sun glare, and distractions in the cockpit can adversely affect your ability to see, avoid, or remember obstacles.
- Understand the performance limitations and requirements for your aircraft, particularly when operating with heavier loads and at higher density altitudes.
- The National Agricultural Aviation Association's Professional Aerial Applicators' Support System reminds pilots that, when ferrying an aircraft or transitioning between sites, flying above 500 feet reduces obstacle collision risks: "Ferry Above Five and Stay Alive."

See https://www.ntsb.gov/Advocacy/safety-alerts/Documents/SA-035.pdf for additional resources.

The NTSB presents this information to prevent recurrence of similar accidents. Note that this should not be considered guidance from the regulator, nor does this supersede existing FAA Regulations (FARs).

## Administrative Information

| | |
|---|---|
| **Investigator In Charge (IIC):** | Fox, Andrew |
| **Additional Participating Persons:** | Cory F. Titmus; Federal Aviation Administration - Baton Rouge FSDO; Baton Rouge, LA |
| **Original Publish Date:** | April 19, 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=193328 |