



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	SAVANNAH, GA	<b>Accident Number:</b>	ATL94GA111
<b>Date &amp; Time:</b>	06/02/1994, 1716 EDT	<b>Registration:</b>	N9868
<b>Aircraft:</b>	GRUMMAN G-164A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Public Aircraft

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On June 2, 1994, at 1716 eastern daylight time, a Grumman G-164A, N9868, landed hard and ground looped on runway 09 at the Savannah International Airport, Savannah, Georgia. The public use flight operated under 14 CFR Part 91, with no flight plan filed. Visual weather conditions prevailed at the time of the accident. The airplane sustained substantial damage and the pilot was not injured. The aerial application flight departed Savannah at 1710 hours.

According to the pilot, during the previous takeoff, he felt a vibration in the tailwheel assembly. He elected to continue the takeoff procedure, but returned to the airport for a precautionary landing. Due to changing weather conditions at the airport, the pilot selected runway 09 for the landing (see attached pilot/operator aircraft accident report). During the landing attempt, the tailwheel broke off and was located several hundred feet west of where the airplane came to rest.

Examination of the aircraft failed to disclose a mechanical problem with the airplane. The examination of the tailwheel assembly also failed to reveal a mechanical problem (see attached FAA Inspector's Statement). According to flight operation personnel from the county commission, they had no formal emergency dump procedure for onboard chemicals. The pilot elected to land with 1500 pounds of chemicals onboard. According to the same flight operation person, most spray missions usually ended with the complete dispensing of all chemicals. The pilot estimated that he had not landed with a heavy load within the last two years.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine; None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	06/23/1993
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2309 hours (Total, all aircraft), 402 hours (Total, this make and model), 1465 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	GRUMMAN	<b>Registration:</b>	N9868
<b>Model/Series:</b>	G-164A G-164A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted; Normal	<b>Serial Number:</b>	1296
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	01/19/1994, Annual	<b>Certified Max Gross Wt.:</b>	4500 lbs
<b>Time Since Last Inspection:</b>	21 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3446 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	R-1340
<b>Registered Owner:</b>	CHATHAM COUNTY COMMISSIONERS	<b>Rated Power:</b>	600 hp
<b>Operator:</b>	CHATHAM COUNTY COMMISSIONERS	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SAV, 40 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1750 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	30° C / 22° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1710 EDT	Type of Airspace:	Class E

## Airport Information

Airport:	SAVANNAH INTERNATIONAL (SAV)	Runway Surface Type:	Asphalt
Airport Elevation:	40 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	9351 ft / 150 ft	VFR Approach/Landing:	Precautionary Landing; Traffic Pattern

## 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:	

## Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL,
Additional Participating Persons:	GEORGE H GUNN; COLLEGE PARK, GA HURLEY A PERRY; COLLEGE PARK, GA
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .