



National Transportation Safety Board Aviation Accident Data Summary

Location:	SAVANNAH, GA	Accident Number:	ATL94GA111
Date & Time:	06/02/1994, 1716 EDT	Registration:	N9868
Aircraft:	GRUMMAN G-164A	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Public Aircraft		

Analysis

DURING THE TAKEOFF ROLL, THE PILOT REPORTED A VIBRATION IN THE TAILWHEEL ASSEMBLY. HE CONTINUED THE TAKEOFF PROCEDURE BUT ELECTED TO RETURN TO THE AIRPORT FOR A PRECAUTIONARY LANDING BEFORE DISPENSING OR DUMPING THE 1500 POUNDS OF CHEMICALS. AT TOUCHDOWN THE TAILWHEEL ASSEMBLY COLLAPSED AND SEPARATED FROM THE AIRFRAME. THE PILOT LOST CONTROL OF THE AIRPLANE AS IT SKIDDED TO A STOP ON THE RUNWAY. EXAMINATION OF THE AIRCRAFT FAILED TO DISCLOSE A MATERIAL FAILURE OR SYSTEM MALFUNCTION. ACCORDING TO THE OPERATOR, THE PILOT HAD NOT MADE A LANDING WITH THE AIRPLANE IN A HEAVY OR LOADED CONFIGURATION WITHIN THE LAST TWENTY FOUR MONTHS. THE OPERATOR HAD NO FORMAL EMERGENCY DUMP POLICY TO PREVENT LANDING WITH CHEMICALS ONBOARD DURING AN EMERGENCY.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER LANDING FLARE WHICH RESULTED IN A HARD LANDING. A FACTOR WAS THE OPERATORS FAILURE TO PROVIDE A FORMAL EMERGENCY DUMP PROCEDURE.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. FLARE - IMPROPER - PILOT IN COMMAND
 2. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
 3. INSUFFICIENT STANDARDS/REQUIREMENTS - COMPANY/OPERATOR MGMT
-

Occurrence #2: TAIL GEAR COLLAPSED
Phase of Operation: LANDING

- Findings
4. LANDING GEAR, TAILWHEEL ASSEMBLY - OVERLOAD
-

Occurrence #3: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING

Pilot Information

Certificate:	Commercial	Age:	41
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine; None
Flight Time:	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

Aircraft Make:	GRUMMAN	Registration:	N9868
Model/Series:	G-164A G-164A	Engines:	1 Reciprocating
Operator:	CHATHAM COUNTY COMMISSIONERS	Engine Manufacturer:	P&W
Operating Certificate(s) Held:	None	Engine Model/Series:	R-1340
Flight Conducted Under:	Part 91: General Aviation - Public Aircraft		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SAV, 40 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 25000 ft agl	Wind Speed/Gusts, Direction:	11 knots / , 220°
Temperature:	30° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Airport Information

Airport:	SAVANNAH INTERNATIONAL (SAV)	Runway Surface Type:	Asphalt
Runway Used:	9	Runway Surface Condition:	Dry
Runway Length/Width:	9351 ft / 150 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): PHILLIP POWELL,

Adopted Date: 01/25/1995

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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.