



National Transportation Safety Board Aviation Accident Final Report

Location:	E. GRAND FORKS, MN	Accident Number:	CHI95LA163
Date & Time:	06/01/1995, 1600 CDT	Registration:	N6682K
Aircraft:	Schweizer G-164B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE AIRPLANE CONTACTED WIRES DURING AN AERIAL APPLICATION SWATH RUN. THE PILOT STATED HE WAS AWARE OF THE LOCATION OF THE WIRES AND THAT HE MISJUDGED THE CLEARANCE. THE PILOT FLEW THE AIRPLANE BACK TO HIS PRIVATE AIRSTRIP AFTER STRIKING THE WIRES.

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 with the wires.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. OBJECT - WIRE,STATIC
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On June 1, 1995, at 1600 central daylight time, a Schweitzer G- 164B, N6682K, operated by Jenson Air Spray, collided with wires during a swath run over a field in East Grand Forks, Minnesota, while on a 14 CFR Part 137 flight. Visual meteorological conditions prevailed and no flight plan was filed. The airplane was substantially damaged and the pilot was not injured. The flight originated from a private airstrip in Grand Forks, North Dakota, at 1530 cdt.

The pilot stated that he was aware of the wires which crossed through the field he was spraying. He stated during a telephone interview that he misjudged his clearance with the wires. The pilot flew the airplane back to his private airstrip without incident after striking the wires.

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	63, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/13/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	21000 hours (Total, all aircraft), 4250 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Schweizer	Registration:	N6682K
Model/Series:	G-164B G-164B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	416B
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	05/04/1995, Annual	Certified Max Gross Wt.:	4500 lbs
Time Since Last Inspection:	3 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4000 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R1340
Registered Owner:	JOHN P. JENSON	Rated Power:	600 hp
Operator:	JENSON AIR SPRAY	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	N10G

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GFK, 844 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	1650 CDT	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 6500 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28° C / 11° C
Precipitation and Obscuration:			
Departure Point:	GRAND FORKS, ND	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	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:	

Administrative Information

Investigator In Charge (IIC): PAMELA S SULLIVAN **Report Date:** 10/19/1995

Additional Participating Persons: RUDOLPH W HARTLEBEN; MINNEAPOLIS, MN

Publish Date:

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/>.

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).