



National Transportation Safety Board Aviation Accident Final Report

Location:	MAYERSVILLE, MS	Accident Number:	ATL96LA116
Date & Time:	08/02/1996, 1530 CDT	Registration:	N7362
Aircraft:	Grumman G-164A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot stated that he was turning right and looking behind the airplane to line up for his last swath run, when his right main landing gear hit the cab of a truck. The landing gear separated from the airplane, and the operator of the truck received minor injury. The pilot then landed at a nearby grass airstrip.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot to maintain adequate clearance from an object (vehicle) on the ground.

Findings

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

Findings

1. OBJECT - VEHICLE
 2. (C) ALTITUDE/CLEARANCE - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Factual Information

On August 2, 1996, at 1530 central daylight time, a Grumman G164A, N7362, collided with a vehicle and was substantially damaged during aerial application flight near Mayersville, Mississippi. The commercial pilot was not injured, and the driver of the vehicle received minor injuries. The airplane was being operated under the provisions of Title 14 CFR Part 137 by Gator Flying Service. Visual meteorological conditions existed at the time, and no flight plan had been filed. The estimated departure time of the flight was 1500.

The pilot stated that he was turning right and looking behind the airplane to line up for his last swath when his right main landing gear hit the cab of a truck. The landing gear separated from the airplane, and the pilot landed at a nearby grass airstrip.

Pilot Information

Certificate:	Commercial	Age:	33, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/16/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3950 hours (Total, all aircraft), 1250 hours (Total, this make and model), 3800 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman	Registration:	N7362
Model/Series:	G-164A G-164A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	931
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	05/01/1996, Annual	Certified Max Gross Wt.:	4500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	11480 Hours	Engine Manufacturer:	P&W
ELT:		Engine Model/Series:	R-1340
Registered Owner:	GATOR FLYING SERVICE	Rated Power:	600 hp
Operator:	GATOR FLYING SERVICE	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GWO, 155 ft msl	Distance from Accident Site:	68 Nautical Miles
Observation Time:	1450 CDT	Direction from Accident Site:	40°
Lowest Cloud Condition:	Scattered / 12000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	135°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	25° C / 23° C
Precipitation and Obscuration:			
Departure Point:	, MS	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1500 CDT	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:	1 Minor	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PRESTON HICKS	Report Date:	11/11/1996
Additional Participating Persons:	BOBBY LOTT		
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 pubinquiry@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](#).