



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	MARKSVILLE, LA	<b>Accident Number:</b>	FTW97LA335
<b>Date &amp; Time:</b>	09/01/1997, 0830 CDT	<b>Registration:</b>	N8075K
<b>Aircraft:</b>	Grumman-Schweizer G-164B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

The pilot reported that he was in the process of executing a turn to reverse direction upon completion of an aerial application pass, when the airplane stalled. Subsequent to the loss of control, the airplane impacted the ground in a left wing low and nose down attitude and came to rest in an open pasture. The pilot acknowledged that there was no mechanical malfunction prior to the loss of control. The pilot stated that in the 90 days preceding the accident he had accumulated 500 hours of flight time and the fact that he was trying to do too much probably caught up with him.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent stall during a turn to reverse direction during an aerial application flight. A factor was the pilot's chronic fatigue as result of cumulative long workdays.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING - AERIAL APPLICATION

### Findings

1. (C) STALL - INADVERTENT - PILOT IN COMMAND
2. (F) FATIGUE(CHRONIC) - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

On September 1, 1997, at 0830 central daylight time, a Grumman-Schweizer G-164B agricultural airplane, was substantially damaged following a loss of control while maneuvering near Marksville, Louisiana. The commercial pilot, sole occupant of the airplane, was not injured. The airplane was owned and operated by the pilot. Visual meteorological conditions prevailed for the Title 14 CFR Part 137 aerial application flight for which a flight plan was not filed. The airplane departed from an airstrip near Vick, Louisiana, approximately 30 minutes prior to the accident.

According to the FAA inspector who traveled to the accident site, the pilot was in the process of executing a turn to reverse direction upon completion of an aerial application pass, when the airplane stalled. Subsequent to the loss of control, the airplane impacted the ground in a left wing low and nose down attitude and came to rest in an open pasture.

Examination of the wreckage by the FAA inspector revealed that both top wings and the main landing gear assembly incurred sustained structural damage. In the enclosed pilot/operator report, the pilot acknowledged that there was no mechanical malfunction prior to the loss of control. In the same document the pilot reported that in the 90 days preceding the accident, he had accumulated 500 hours of flight time.

In a telephonic interview conducted by the investigator in charge, the pilot stated that the accident occurred during the first flight of the day. He added that in the morning of the accident "he felt refreshed and alert following a good night's sleep." He further stated that "his work days for the previous 4 to 5 months had been long, normally working long days from sunrise to sunset" spraying the rice and cotton crops, as well as the boll weevil infestation. The pilot further stated that "the fact that he was trying to do too much probably caught up with him" since he had gone from one contract to the other without rest.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	07/07/1997
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2200 hours (Total, all aircraft), 1700 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Grumman-Schweizer	Registration:	N8075K
Model/Series:	G-164B G-164B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	560B
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	5000 lbs
Time Since Last Inspection:	400 Hours	Engines:	1 Turbo Prop
Airframe Total Time:	11000 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	PT6-20B
Registered Owner:	WILLIAM S. KINGREY	Rated Power:	550 hp
Operator:	WILLIAM S. KINGREY	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	K2BG

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	VICK, LA (NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0800 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:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

**Investigator In Charge (IIC):** HECTOR R CASANOVA **Report Date:** 02/02/1998

**Additional Participating Persons:** WALTER S GOODLAND; BATON ROUGE, LA

**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](mailto: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](#).