



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	COY, AR	<b>Accident Number:</b>	FTW98LA252
<b>Date &amp; Time:</b>	06/01/1998, 1600 CDT	<b>Registration:</b>	N943QC
<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		

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On June 1, 1998, at 1600 central daylight time, a Grumman-Schweizer G-164B agricultural airplane, N943QC, was substantially damaged following a loss of control while landing near Coy, Arkansas. The non-instrument rated commercial pilot, sole occupant to the airplane, was not injured. The airplane was owned by Farmer's Flying Service of Coy, Inc., and was being operated under Title 14 CFR Part 137 at the time of the accident. Visual meteorological conditions prevailed for the local aerial application flight for which a flight plan was not filed. The flight originated from a local airstrip approximately 15 minutes prior to the accident.

According to the pilot, the left main landing gear tire blew out as the main wheels rotated off the ground during takeoff. The aerial application flight was scheduled to dispense a load of "Urea" fertilizer on a local rice field. After the tire blow out, the pilot continued the takeoff and was able to climb without further incident and proceed to the field he intended to spray.

After dispensing the load of fertilizer, the pilot elected to return to a nearby unobstructed auxiliary airstrip, located 3 miles south of his home base, known as the Coleman Brothers Farm airstrip, to execute a precautionary landing to the north. The pilot stated that he touched down on the right wheel, and during the landing roll, he tried to keep the weight of the airplane off the left wheel. The airplane started to pull to the left as more weight was placed on the flat left tire. Eventually the tire dug into the ground resulting in the left main gear assembly collapsing. The airplane came to rest in the upright position on the east side of the airstrip.

The pilot stated that he had accumulated over 11,000 flight hours, of which 10,347 were in the same make and model of airplane.

Examination of the 1983 turbine powered biplane by the operator revealed that both left wings and the fuselage sustained structural damage. The reason for the failure of the left main tire could not be determined.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	39, 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>	03/04/1998
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	11078 hours (Total, all aircraft), 10347 hours (Total, this make and model), 230 hours (Last 90 days, all aircraft), 120 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Grumman-Schweizer	<b>Registration:</b>	N943QC
<b>Model/Series:</b>	G-164B G-164B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted	<b>Serial Number:</b>	711B
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	05/16/1998, 100 Hour	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	102 Hours	<b>Engines:</b>	1 Turbo Prop
<b>Airframe Total Time:</b>	6447 Hours	<b>Engine Manufacturer:</b>	Garrett
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	TPE-331-1
<b>Registered Owner:</b>	RUSSELL H. ERICKSON	<b>Rated Power:</b>	660 hp
<b>Operator:</b>	RUSSELL H. ERICKSON	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>	FARMER'S FLYING SERVICE OF COY	<b>Operator Designator Code:</b>	

## 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:	135°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	35° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1545 CDT	Type of Airspace:	Class G

## Airport Information

Airport:	COLEMAN BROTHERS FARM (NONE)	Runway Surface Type:	Grass/turf
Airport Elevation:	240 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	2500 ft / 60 ft	VFR Approach/Landing:	Full Stop; Precautionary Landing

## 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
Additional Participating Persons:	DAVID F HALL; LITTLE ROCK, AR
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> .