



National Transportation Safety Board Aviation Accident Final Report

Location:	WALNUT RIDGE, AR	Accident Number:	FTW93LA172
Date & Time:	06/02/1993, 0640 CDT	Registration:	N48659
Aircraft:	GRUMMAN G-164B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE AGRICULTURAL AIRPLANE IMPACTED POWERLINES AFTER REVERSING DIRECTION TO COMPLETE THE LAST SWATH RUN. THE PILOT REPORTED THAT HE HAD BEEN SPRAYING THE SAME FIELD FOR THE LAST TWENTY YEARS AND WAS WELL AWARE OF THE LOCATION OF THE POWERLINES.

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 ADEQUATE CLEARANCE.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

1. OBJECT - WIRE, TRANSMISSION
 2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - CROP

Factual Information

On June 2, 1993, at approximately 0640 central daylight time, a Grumman G-164B airplane, N48659, was destroyed upon impact with wires and terrain while maneuvering near Walnut Ridge, Arkansas. The commercial pilot, sole occupant of the airplane, was seriously injured. Visual meteorological conditions prevailed for the aerial application flight.

According to a relative of the operator, the airplane departed the Hicks Airstrip, near Walnut Ridge, Arkansas, with a load of pesticides earlier that morning. It was reported to him, that after reversing direction upon completion of the last pass, the airplane struck powerlines running across the perimeter of the field being sprayed. The pilot reported that he had been spraying this fiels for the last twenty years and was aware of the location of the powerlines.

The pilot suffered serious back injuries and did not complete NTSB Form 6120.1/2. No maintenance anomalies were reported by the pilot prior to the accident.

The wreckage was verbally released to the owner's representative by the Federal Aviation Administration (FAA) inspector at the accident site.

Pilot Information

Certificate:	Commercial	Age:	59, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/15/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	11000 hours (Total, all aircraft), 7800 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N48659
Model/Series:	G-164B G-164B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	1048
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	6075 lbs
Time Since Last Inspection:		Engines:	1 Turbo Prop
Airframe Total Time:	5100 Hours	Engine Manufacturer:	GARRETT
ELT:	Not installed	Engine Model/Series:	TPE331
Registered Owner:	HICKS FLYING SERVICE	Rated Power:	600 hp
Operator:	HICKS FLYING SERVICE	Operating Certificate(s) Held:	
Operator Does Business As:	HICKS FLYING SERVICE	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ARG, 275 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	0654 CDT	Direction from Accident Site:	30°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	4 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	14° C / 11° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0610 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): HECTOR R CASANOVA **Report Date:** 06/30/1994

Additional Participating Persons: JEFFERY K LASHBROOK; LITTLE ROCK, AR

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/>.

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