



National Transportation Safety Board Aviation Accident Final Report

Location:	GANADO, TX	Accident Number:	FTW93LA173
Date & Time:	06/02/1993, 1700 CDT	Registration:	N6752Q
Aircraft:	GRUMMAN G-164A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PILOT OF AN AGRICULTURAL AIRPLANE IMPACTED POWERLINES ON THE LAST PASS OF THE LAST FLIGHT OF THE DAY WHILE SPRAYING RICE FIELDS. CONTROL WAS LOST AND THE AIRPLANE IMPACTED A FLOODED RICE FIELD IN A NOSE LOW ATTITUDE.

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 POWER LINES

Findings

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

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 1700 central daylight time, a Grumman G 164A airplane, N6752Q, was destroyed upon impact with power lines and terrain while maneuvering near Ganado, Texas. The commercial pilot, sole occupant of the airplane, was fatally injured. Visual meteorological conditions prevailed for the aerial application flight. The airplane was owned and operated by Arenosa Flying service of Edna, Texas.

According to the operator, the pilot was assigned to spray fertilizer on rice fields about two and a half miles north of Ganado, Texas, off Farm to Market Road 710 in Jackson County. The collision with the wires occurred as the airplane was completing the last pass on the last flight of the day.

According to witnesses at the accident site, the airplane was spraying on a field traversed from east to west by power lines suspended between towers. The airplane was observed striking the power lines and impacting the flooded rice field in a nose low attitude, coming to rest inverted.

An autopsy and toxicology tests were ordered and performed. The autopsy was performed by Roberto J. Bayardo, M.D, Chief Medical Examiner for Travis County on June 3, 1993. Toxicological reports submitted by the Civil Aeromedical Institute were negative.

The airplane was released to the owner at the accident site on June 4, 1993.

Pilot Information

Certificate:	Commercial	Age:	71, 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:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/01/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	35000 hours (Total, all aircraft), 9000 hours (Total, this make and model), 30000 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N6752Q
Model/Series:	G-164A G-164A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	1717
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	02/10/1993, Annual	Certified Max Gross Wt.:	6070 lbs
Time Since Last Inspection:	176 Hours	Engines:	1 Reciprocating
Airframe Total Time:	7002 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-1340
Registered Owner:	GRAYSON AVIATION SERVICES	Rated Power:	600 hp
Operator:	GRAYSON AVIATION SERVICES	Operating Certificate(s) Held:	
Operator Does Business As:	ARENOSA FLYING SERVICE	Operator Designator Code:	KAV5

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	VCT, 45 ft msl	Distance from Accident Site:	31 Nautical Miles
Observation Time:	1650 CDT	Direction from Accident Site:	225°
Lowest Cloud Condition:	Scattered / 4500 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32° C / 23° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	(NONE)	Type of Clearance:	None
Departure Time:	1615 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): HECTOR R CASANOVA **Report Date:** 11/19/1993

Additional Participating Persons: FRANKLIN D DOBING; SAN ANTONIO, TX

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](#).