



National Transportation Safety Board Aviation Accident Final Report

Location:	NATCHITOCHEs, LA	Accident Number:	FTW00LA167
Date & Time:	06/01/2000, 1500 CDT	Registration:	N48723
Aircraft:	Grumman-Schweizer G164B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot stated that he had been on an aerial application flight, spraying fertilizer on local fields. He had applied 18 loads and was returning to pick up his 19th load of fertilizer. During the landing roll on the grass airstrip, 'the aircraft started turning right and ground looped before [he] corrected directional control.' The main landing gear collapsed, the fuel tank ruptured, and a fire erupted, which consumed the airplane. The pilot reported that the airstrip was oriented north-south, and there was a 10-12 mph crosswind from the east at the time of the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to maintain directional control during the landing roll, which resulted in a ground loop. A factor was the crosswind.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND

Factual Information

On June 1, 2000, at 1500 central daylight time, a Grumman-Schweizer G164B agricultural airplane, N48723, was destroyed when it ground looped during landing roll on a private grass airstrip near Natchitoches, Louisiana. The airplane was owned and operated by Valley Air, Inc., of Natchitoches, Louisiana. The commercial pilot, sole occupant, was not injured. Visual meteorological conditions prevailed for the local flight, and a flight plan was not filed. The 14 Code of Federal Regulations Part 137 aerial application flight originated approximately 1445.

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The cockpit, fuselage, horizontal stabilizer, and vertical stabilizer were consumed by the fire. The cabane struts were structurally damaged, which resulted in the top wing collapsing and coming to rest on the forward part of the fuselage. The three-bladed propeller and radial engine remained attached to the airplane.

Pilot Information

Certificate:	Commercial	Age:	48, 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:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/25/2000
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	13450 hours (Total, all aircraft), 10500 hours (Total, this make and model), 13450 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman-Schweizer	Registration:	N48723
Model/Series:	G164B G164B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	124B
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	05/31/2000, Annual	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	6 Hours	Engines:	1 Reciprocating
Airframe Total Time:	7394 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-1340-59
Registered Owner:	VALLEY AIR INC.	Rated Power:	600 hp
Operator:	VALLEY AIR INC.	Operating Certificate(s) Held:	
Operator Does Business As:	AERIAL APPLICATION	Operator Designator Code:	

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	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	1445 CDT	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE AIRSTRIP (NONE)	Runway Surface Type:	Grass/turf
Airport Elevation:	100 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	2500 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	GEORGIA R SNYDER	Report Date:	11/29/2000
Additional Participating Persons:	MARK EVANS; 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 , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.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](#).