



National Transportation Safety Board Aviation Accident Data Summary

Location:	NATCHITOCHEs, LA	Accident Number:	FTW00LA167
Date & Time:	06/01/2000, 1500 CDT	Registration:	N48723
Aircraft:	Grumman-Schweizer G164B	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

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

Pilot Information

Certificate:	Commercial	Age:	48
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	VALLEY AIR INC.	Engine Manufacturer:	P&W
Operating Certificate(s) Held:		Engine Model/Series:	R-1340-59
Flight Conducted Under:	Part 137: Agricultural		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 90°
Temperature:		Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	

Airport Information

Airport:	PRIVATE AIRSTRIP (NONE)	Runway Surface Type:	Grass/turf
Runway Used:	0	Runway Surface Condition:	Dry
Runway Length/Width:	2500 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	GEORGIA R SNYDER	Adopted Date:	11/29/2000
Investigation Docket:	NTSB accident and incident docket 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.