



National Transportation Safety Board Aviation Accident Final Report

Location:	NORMAN, OK	Accident Number:	FTW85FPJ01
Date & Time:	04/01/1985, 0930 CST	Registration:	N5338
Aircraft:	GRUMMAN AG CAT G-164	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE ACFT COLLIDED WITH A HIGH STATIC WIRE ON AN ELECTRIC TRANSMISSION LINE BEFORE COLLIDING OUT OF CONTROL WITH THE GROUND. THE PLT STATED AFTER THE ACCIDENT THAT HE FORGOT ABOUT THE STATIC LINE AND FLEW INTO IT DURING A MANEUVER FOR AERIAL SPRAYING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (F) OBJECT - WIRE,STATIC
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. (C) DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	56, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	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:	05/02/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8000 hours (Total, all aircraft), 4000 hours (Total, this make and model), 8000 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N5338
Model/Series:	AG CAT G-164 AG CAT G-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	626
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	01/20/1985, Annual	Certified Max Gross Wt.:	4500 lbs
Time Since Last Inspection:	30 Hours	Engines:	1 Reciprocating
Airframe Total Time:	450 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-985-AN1
Registered Owner:	LEO C HOCKEMEYER	Rated Power:	450 hp
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:	CUSHING AERIAL SPRAY	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OKC, 1290 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	0848 CST	Direction from Accident Site:	118°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	9° C
Precipitation and Obscuration:			
Departure Point:	NORMAN, OK	Type of Flight Plan Filed:	None
Destination:	NORMAN, OK	Type of Clearance:	None
Departure Time:	0915 CST	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):	W B MADSEN	Report Date:	
Additional Participating Persons:	MANUEL C LOPEZ, SR.; BETHANY, OK		
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 pubinquiry@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](#).