



National Transportation Safety Board Aviation Accident Data Summary

Location:	GARLAND, AR	Accident Number:	MKC85FA080
Date & Time:	04/01/1985, 0740 CST	Registration:	N8418K
Aircraft:	GULFSTREAM-SCHWEIZER G-164B	Injuries:	1 Fatal
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PLT WAS BEGINNING A SPRAY RUN OVER A WHEAT FIELD WHEN THE ACFT IMPACTED THE TOP 3 STRANDS OF A 4 STRAND, HIGH VOLTAGE POWER LINE. THE ACFT THEN DESCENDED UNCONTROLLED UNTIL IMPACT WITH THE TERRAIN.

Probable Cause

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, TRANSMISSION
 2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	51
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Airplane Single-engine
Flight Time:	4000 hours (Total, all aircraft), 1150 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	GULFSTREAM-SCHWEIZER	Registration:	N8418K
Model/Series:	G-164B G-164B	Engines:	1 Reciprocating
Operator:	THOMAS M. HENNESSY	Engine Manufacturer:	P&W
Operating Certificate(s) Held:		Engine Model/Series:	R-1340AN-1
Flight Conducted Under:	Part 137: Agricultural		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TXK, 389 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	3 knots / , 130°
Temperature:	12° C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	EUGENE ROTH	Adopted 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.