



National Transportation Safety Board Aviation Accident Final Report

Location:	PLATTE, SD	Accident Number:	DEN85LA177
Date & Time:	07/01/1985, 1545 CDT	Registration:	N6674K
Aircraft:	GRUMMAN G-164	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

WHILE THE PLT WAS SPRAYING A FIELD, THE LANDING GEAR OF THE ACFT STRUCK THE CENTER PIVOT OF AN IRRIGATION STRUCTURE. LATER, WHEN THE ACFT WAS LANDED, THE GEAR COLLAPSED.

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. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

2. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #3: MAIN GEAR COLLAPSED
Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	Commercial	Age:	38, Male
Airplane Rating(s):	Multi-engine Land; 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--no waivers/lim.	Last FAA Medical Exam:	04/30/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6500 hours (Total, all aircraft), 874 hours (Total, this make and model), 198 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N6674K
Model/Series:	G-164 G-164	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	6075 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1761 Hours	Engine Manufacturer:	WRIGHT
ELT:	Not installed	Engine Model/Series:	R-1820
Registered Owner:	DUANE SLY	Rated Power:	
Operator:	DUANE SLY	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MHE, 1300 ft msl	Distance from Accident Site:	35 Nautical Miles
Observation Time:	1549 CDT	Direction from Accident Site:	50°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	32° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	PLATTE	Runway Surface Type:	Grass/turf
Airport Elevation:	1620 ft	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	3550 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	FRED R WINNINGHAM	Report Date:	
Additional Participating Persons:			
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/ .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).