



# National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|------------------------|-------------------------|-------------|
| <b>Location:</b>               | MORRIS, MN             | <b>Accident Number:</b> | CHI83LA288  |
| <b>Date &amp; Time:</b>        | 07/01/1983, 1130 CDT   | <b>Registration:</b>    | N8379       |
| <b>Aircraft:</b>               | GRUMMAN G-164A         | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                        | <b>Injuries:</b>        | 1 None      |
| <b>Flight Conducted Under:</b> | Part 137: Agricultural |                         |             |

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## Analysis

THE PLT REPORTED THAT WHILE HE WAS WAITING FOR THE FLAGMAN, CIRCLING THE FIELD TO BE SPRAYED, & TALKING TO THE FLAGMAN, THE ACFT BEGAN TO SINK & STRUCK TREES. THE LOAD WAS DUMPED, BUT THE PLANE CONTINUED TO SINK TO THE GROUND. DURING THE LANDING, THE ACFT NOSED OVER IN A SOFT, WET FIELD & CAME TO REST UPSIDE DOWN.

## Probable Cause and Findings

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

## Findings

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

### Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. (C) DIVERTED ATTENTION - PILOT IN COMMAND
3. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
4. (F) OBJECT - TREE(S)

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Occurrence #2: FORCED LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

5. (F) LOAD JETTISON - PERFORMED - PILOT IN COMMAND

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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING - ROLL

### Findings

6. (F) TERRAIN CONDITION - SOFT
7. (F) TERRAIN CONDITION - WET

## Factual Information

### Pilot Information

|                                  |   |  |                            |
|----------------------------------|---|--|----------------------------|
| <b>Certificate:</b>              | Flight Instructor; Commercial   | <b>Age:</b>                              | 23, Male                   |
| <b>Airplane Rating(s):</b>       | Single-engine Land  | <b>Seat Occupied:</b>                    | Center                     |
| <b>Other Aircraft Rating(s):</b> |   | <b>Restraint Used:</b>                   | Seatbelt, Shoulder harness |
| <b>Instrument Rating(s):</b>     | Airplane  | <b>Second Pilot Present:</b>             | No                         |
| <b>Instructor Rating(s):</b>     |   | <b>Toxicology Performed:</b>             |                            |
| <b>Medical Certification:</b>    | Class 2 Valid Medical--no waivers/lim.  | <b>Last FAA Medical Exam:</b>            |                            |
| <b>Occupational Pilot:</b>       |   | <b>Last Flight Review or Equivalent:</b> |                            |
| <b>Flight Time:</b>              | 2405 hours (Total, all aircraft), 154 hours (Total, this make and model), 2262 hours (Pilot In Command, all aircraft), 190 hours (Last 90 days, all aircraft), 12 hours (Last 24 hours, all aircraft) |  |                            |

### Aircraft and Owner/Operator Information

|                                      |                       |                                       |                 |
|--------------------------------------|-----------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | GRUMMAN               | <b>Registration:</b>                  | N8379           |
| <b>Model/Series:</b>                 | G-164A G-164A         | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                       | <b>Amateur Built:</b>                 | No              |
| <b>Airworthiness Certificate:</b>    | Restricted            | <b>Serial Number:</b>                 | 872             |
| <b>Landing Gear Type:</b>            | Tailwheel             | <b>Seats:</b>                         | 1               |
| <b>Date/Type of Last Inspection:</b> | 09/11/1982, Annual    | <b>Certified Max Gross Wt.:</b>       | 6075 lbs        |
| <b>Time Since Last Inspection:</b>   |                       | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 3995 Hours            | <b>Engine Manufacturer:</b>           | P&W             |
| <b>ELT:</b>                          | Not installed         | <b>Engine Model/Series:</b>           | R-985-AN1       |
| <b>Registered Owner:</b>             | OLEEN AERIAL SPRAYING | <b>Rated Power:</b>                   | 450 hp          |
| <b>Operator:</b>                     | OLEEN AERIAL SPRAYING | <b>Operating Certificate(s) Held:</b> |                 |

## 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                              | 10 Miles         |
| Lowest Ceiling:                  | None / 0 ft agl   | Visibility (RVR):                       | 0 ft             |
| Wind Speed/Gusts:                | 3 knots /         | Turbulence Type<br>Forecast/Actual:     | /                |
| Wind Direction:                  | 315°              | Turbulence Severity<br>Forecast/Actual: | /                |
| Altimeter Setting:               |                   | Temperature/Dew Point:                  | 29° C            |
| Precipitation and Obscuration:   |                   |   |                  |
| Departure Point:                 | MORRIS, MN (MOX)  | Type of Flight Plan Filed:              | None             |
| Destination:                     |                   | Type of Clearance:                      | None             |
| Departure Time:                  | 1115 CDT          | Type of Airspace:                       | Class G          |

## 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):     | CARL E DINWIDDIE   | 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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> . |              |  |

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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](#).