



National Transportation Safety Board Aviation Accident Final Report

Location:	EPPS, LA	Accident Number:	FTW82DA257
Date & Time:	07/01/1982, 1400 CDT	Registration:	N6562
Aircraft:	GRUMMAN G-164A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PILOT STATED THAT WHILE HE WAS SPRAYING CROPS, HE LOOKED INTO THE COCKPIT DURING A TURN TO CHECK THE AMOUNT OF SOLUTION THAT WAS REMAINING. HE STATED THAT WHEN HE LOOKED UP, HE WAS TOO LOW TO COMPLETE THE TURN AND MISS THE TREES. HE WENT TO FULL POWER AND TRIED TO PULL UP, BUT THE AIRCRAFT STALLED AND COLLIDED WITH THE TREES.

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) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. (C) DIVERTED ATTENTION - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	31, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	478 hours (Total, all aircraft), 200 hours (Total, this make and model), 420 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N6562
Model/Series:	G-164A G-164A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	701
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3725 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4551 Hours	Engine Manufacturer:	P & W
ELT:	Not installed	Engine Model/Series:	R-985-AN1
Registered Owner:	MIKE JONES & FLYING SERVICE	Rated Power:	450 hp
Operator:	MIKE JONES & FLYING SERVICE	Operating Certificate(s) Held:	

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:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 3500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	89° C / 0° C
Precipitation and Obscuration:			
Departure Point:	EPPS, LA	Type of Flight Plan Filed:	None
Destination:	EPPS, LA	Type of Clearance:	None
Departure Time:	1350	Type of Airspace:	

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):	Report Date:	07/01/1983
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 pubinquiry@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](#).