



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	EPPS, LA	<b>Accident Number:</b>	FTW82DA257
<b>Date &amp; Time:</b>	07/01/1982, 1400 CDT	<b>Registration:</b>	N6562
<b>Aircraft:</b>	GRUMMAN G-164A	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	31
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	GRUMMAN	<b>Registration:</b>	N6562
<b>Model/Series:</b>	G-164A G-164A	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	MIKE JONES & FLYING SERVICE	<b>Engine Manufacturer:</b>	P & W
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	R-985-AN1
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Unknown
<b>Lowest Ceiling:</b>	Broken / 3500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	89° C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	EPPS, LA	<b>Destination:</b>	EPPS, LA

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	<b>Adopted Date:</b> 07/01/1983
<b>Investigation Docket:</b>	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:pubinq@ntsb.gov">pubinq@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.