



National Transportation Safety Board Aviation Accident Final Report

Location:	RED CLOUD, NE	Accident Number:	MKC82DA093
Date & Time:	06/01/1982, 1215 CDT	Registration:	N5253
Aircraft:	GRUMMAN G-164A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE AIRCRAFT STRUCK THE TOP WIRE OF AN ELECTRICAL TRANSMISSION LINE AND CRASHED. THE PILOT REPORTED THAT HE MISJUDGED THE "WIRE DISTANCE" AS HE LET DOWN OVER A POND TO BEGIN A SWATH RUN. THE POND WAS AT THE EDGE OF THE FIELD THAT HE WAS SEEDING. THE PILOT ALSO SAID THAT THE TOP WING OF THE AIRCRAFT MAY HAVE BLOCKED HIS VIEW OF THE WIRES.

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. (F) TERRAIN CONDITION - WATER, GLASSY
2. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. (F) OBJECT - WIRE, TRANSMISSION
4. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	51, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/05/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5278 hours (Total, all aircraft), 2000 hours (Total, this make and model), 4971 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N5253
Model/Series:	G-164A G-164A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	533
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4500 lbs
Time Since Last Inspection:	75 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5575 Hours	Engine Manufacturer:	P & W
ELT:	Not installed	Engine Model/Series:	R-985-AN1
Registered Owner:	MALCOM'S FLYING SERVICE, INC.	Rated Power:	450 hp
Operator:	MALCOM'S FLYING SERVICE, INC.	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:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	60° C / 0° C
Precipitation and Obscuration:			
Departure Point:	RED CLOUD, NE (7V7)	Type of Flight Plan Filed:	None
Destination:	RED CLOUD, NE (7V7)	Type of Clearance:	None
Departure Time:	1200	Type of Airspace:	

Airport Information

Airport:	RED CLOUD MUNI (7V7)	Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):		Report Date:	06/01/1983
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 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](#).