



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	RED CLOUD, NE	<b>Accident Number:</b>	MKC82DA093
<b>Date &amp; Time:</b>	06/01/1982, 1215 CDT	<b>Registration:</b>	N5253
<b>Aircraft:</b>	GRUMMAN G-164A	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	51
<b>Airplane Rating(s):</b>	Multi-engine Land; 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>	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

<b>Aircraft Make:</b>	GRUMMAN	<b>Registration:</b>	N5253
<b>Model/Series:</b>	G-164A G-164A	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	MALCOM'S FLYING SERVICE, INC.	<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>	Unknown / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	60° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	RED CLOUD, NE (7V7)	<b>Destination:</b>	RED CLOUD, NE (7V7)

## Airport Information

<b>Airport:</b>	RED CLOUD MUNI (7V7)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Destroyed
<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>	06/01/1983
<b>Investigation Docket:</b>	NTSB accident and incident docket 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.