



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Rexburg, ID	<b>Accident Number:</b>	SEA04LA093
<b>Date &amp; Time:</b>	06/01/2004, 0834 MDT	<b>Registration:</b>	N657Y
<b>Aircraft:</b>	Grumman G-164	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

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## Analysis

After finishing his load and looking back to see where he had left off in the field, the pilot saw an irrigation pivot, which he subsequently impacted with the airplane's left wing. After both left wing panels collapsed the aircraft impacted the ground, coming to rest in an upright position. The pilot did not remember any further details of the accident, other than climbing out of the airplane. The pilot said he just made a mistake by misjudging the distance with the irrigation pivot.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain clearance from an object while maneuvering during an aerial application flight. Contributing factors were the pilot's diverted attention and the irrigation pivot.

## Findings

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

### Findings

1. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
2. (F) DIVERTED ATTENTION - PILOT IN COMMAND
3. (F) OBJECT - OTHER

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

On June 1, 2004, at 0834 mountain daylight time, a Grumman G-164 agricultural airplane, N657Y, sustained substantial damage after impacting an object while maneuvering near Rexburg, Idaho. The commercial pilot, sole occupant of the airplane, sustained minor injuries. The airplane was registered to a private individual and operated under 14 CFR Part 137. Visual meteorological conditions prevailed for the aerial application flight, and a flight plan was not filed. The airplane departed the Rexburg-Madison airport, Rexburg, Idaho, at 0815.

According to the Pilot/Operator Aircraft Accident Report (NTSB form 6120.1/2), the pilot reported that after spraying off the load, "I looked over to check where I left off [and] slowly pulled back on the stick to go back for another load and saw the pivot just before impact." The pilot stated that after impacting the pivot both of the airplane's left wing panels collapsed and the airplane impacted the ground. The pilot further stated that although he did remember climbing out of the airplane, he didn't remember any further details of the accident. The pilot reported, "...[I] just misjudged my obstacles. I made a mistake."

A post accident examination of the aircraft by the pilot revealed that the left wing panels sustained substantial damage, both main landing gear were separated from the airplane, and both propeller blades were bent. The airplane came to rest in an upright position and there was no post accident fire.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	25, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	04/26/2004
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	01/29/2003
<b>Flight Time:</b>	1813 hours (Total, all aircraft), 295 hours (Total, this make and model), 1730 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 67 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Grumman	Registration:	N657Y
Model/Series:	G-164	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	265
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	6500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Pratt & Whitney
ELT:	Not installed	Engine Model/Series:	R-1340
Registered Owner:	Charles R. Miller	Rated Power:	600 hp
Operator:	Charles R. Miller	Operating Certificate(s) Held:	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	195°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.15 inches Hg	Temperature/Dew Point:	18° C / 1° C
Precipitation and Obscuration:			
Departure Point:	Rexburg, ID (RXE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0815 MDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	43.785556, -111.742222

## Administrative Information

**Investigator In Charge (IIC):** Thomas M Little **Report Date:** 09/29/2004

**Additional Participating Persons:** William J Hughes; Federal Aviation Administration; Salt Lake City, UT

**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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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](#).