



National Transportation Safety Board Aviation Accident Final Report

Location:	Alex, OK	Accident Number:	DFW06CA150
Date & Time:	06/02/2006, 0800 CDT	Registration:	N8225K
Aircraft:	Grumman G-164B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The single-engine agricultural airplane collided with a set of power transmission lines while performing an aerial application flight. The 15,000-hour pilot sustained serious injuries and the airplane was destroyed. During an interview with a Federal Aviation Administration inspector, the pilot stated that prior to the accident the airplane was operating "fine." However, the pilot added that he had "no recollection" of the accident. The FAA inspector reported that there were two sets of wires, a small local line and a set of tall, high-power transmission lines. The pilot also told the inspector that the normal practice for them was to fly over both lines before descending to perform the application run. The FAA inspector reported that he found a portion of the lower right wing resting near the location of the high power lines. The visibility at the time of the accident was reported at 10 statute miles, with no obstructions.

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 the power transmission line(s). A contributing factor was the low altitude selected by the pilot.

Findings

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

Findings

1. (C) OBJECT - WIRE, TRANSMISSION
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. (F) LOW ALTITUDE FLIGHT/MANEUVER - SELECTED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - UNCONTROLLED

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT

Findings

4. TERRAIN CONDITION - OPEN FIELD

Factual Information

Pilot Information

Certificate:	Commercial	Age:	61, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	01/01/2006
Occupational Pilot:		Last Flight Review or Equivalent:	01/01/2006
Flight Time:	15000 hours (Total, all aircraft), 1500 hours (Total, this make and model), 14000 hours (Pilot In Command, all aircraft), 210 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman	Registration:	N8225K
Model/Series:	G-164B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	619b
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	01/01/2006, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4415 Hours as of last inspection	Engine Manufacturer:	Pratt & Whitney
ELT:	Not installed	Engine Model/Series:	R1340
Registered Owner:	On file	Rated Power:	600 hp
Operator:	On file	Operating Certificate(s) Held:	
Operator Does Business As:	American Dusting Company	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Not Reported
Observation Facility, Elevation:	chk	Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21 °C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CHICKASHA, OK (CHK)	Type of Flight Plan Filed:	None
Destination:	, OK	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	35.106389, -97.968056

Administrative Information

Investigator In Charge (IIC):	Craig R Hatch	Report Date:	10/03/2006
Additional Participating Persons:	Mike Kout; FSDO, Oklahoma City, OK		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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/ .		

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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](#).