



# Aviation Investigation Final Report

<b>Location:</b>	ST. MARTINVILLE, Louisiana	<b>Accident Number:</b>	FTW93LA175
<b>Date &amp; Time:</b>	June 2, 1993, 18:00 Local	<b>Registration:</b>	N48724
<b>Aircraft:</b>	GRUMMAN G-164B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

A FARM TRACTOR WORKING A CANE FIELD ADJACENT TO A PRIVATE AIRSTRIp DROVE INTO THE AIRSTRIp WHILE THE AGRICULTURAL AIRPLANE WAS ON ITS LANDING ROLL. THE PILOT ATTEMPTED TO MISS THE TRACTOR BY VEERING TO THE LEFT OF THE AIRSTRIp; HOWEVER, THE RIGHT WING IMPACTED THE TRACTOR

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S AND TRACTOR DRIVER'S INADEQUATE VISUAL LOOKOUT

## Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

1. OBJECT - VEHICLE
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. (C) VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE

## Factual Information

On June 2, 1993, at approximately 1800 central daylight time, a Grumman G 164B airplane was substantially damaged upon impact with a farm tractor while landing at a private airstrip near St. Martinville, Louisiana. The commercial pilot, sole occupant of the airplane, nor the tractor driver, were injured. Visual meteorological conditions prevailed for the aerial application flight.

According to the operator, the airplane was on its landing roll when a farm tractor that was working in an adjacent cane field pulled into the landing strip from right to left. The pilot attempted to avoid striking the vehicle by veering to the left but the right wing struck the tractor resulting in structural damage to the right wing.

The wreckage was verbally released to the owner's representative at the accident site by the Federal Aviation Administration inspector.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	72, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<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>	July 1, 1992
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	47462 hours (Total, all aircraft), 47270 hours (Pilot In Command, all aircraft), 160 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	GRUMMAN	<b>Registration:</b>	N48724
<b>Model/Series:</b>	G-164B G-164B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	1268
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	February 10, 1993 Annual	<b>Certified Max Gross Wt.:</b>	6075 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3168 Hrs	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	R-985
<b>Registered Owner:</b>	ED & ALEX FLYING SERVICE INC.	<b>Rated Power:</b>	450 Horsepower
<b>Operator:</b>	ED & ALEX FLYING SERVICE INC.	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	-18°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(NONE)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(NONE)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	COTEAU HOLMES AIRSTRIP NONE	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	23 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	27	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	5000 ft / 35 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	30.119514,-91.82975(est)

## Administrative Information

Investigator In Charge (IIC):	Casanova, Hector
Additional Participating Persons:	MICHAEL B CHAPMAN; BATON ROUGE , LA
Original Publish Date:	November 19, 1993
Last Revision Date:	
Investigation Class:	<a href="#">Class</a>
Note:	
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=18764">https://data.nts.gov/Docket?ProjectID=18764</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).