



Aviation Investigation Final Report

Location:	Mamou, Louisiana	Accident Number:	FTW04LA099
Date & Time:	March 26, 2004, 08:10 Local	Registration:	N8276K
Aircraft:	Grumman G-164B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

While making an approach to a 1,700-foot long dirt strip, situated between two crawfish ponds, the airplane's right main landing gear came in contact with a crawfish boat that had come onto the runway. After impact, the 13,767-hour pilot elected to return to his home base airfield, and during touchdown, the right main landing gear collapsed. The airplane nosed over and came to rest inverted.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's delay in aborting the landing. A contributing factor included the entrance of a crawfish boat onto the airstrip.

Findings

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

Findings

1. (F) OBJECT - OTHER
 2. (C) ABORTED LANDING - DELAYED - PILOT IN COMMAND
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Occurrence #2: GEAR COLLAPSED
Phase of Operation: LANDING

Occurrence #3: NOSE OVER
Phase of Operation: LANDING

Factual Information

On March 26, 2004, approximately 0810 central standard time, a Grumman G-164B single-engine tailwheel-equipped airplane, N8276K, was substantially damaged when a landing gear collapsed during landing following a collision with a crawfish boat near Mamou, Louisiana. The commercial pilot, sole occupant of the aircraft, was not injured. The aircraft was registered to Terry Flying Services Inc., of Franklin, Louisiana, and operated by Central Farmers Flying Services of Ville Platte, Louisiana. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 137 aerial application flight. The local flight originated from Central Farmers Coop Airport (LA25), near Mamou, Louisiana, about 0725.

The pilot stated in the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2), that the airplane was making a landing at Lane Strip, a 1,700-foot dirt strip situated between two crawfish ponds, approximately 2.5 miles south of LA25. "I noticed to my right that a crawfish boat had come onto the runway. I gave throttle to avoid colliding with the boat, but the Pratt & Whitney R-1340 spit and sputtered before catching wind." The pilot further reported that when the engine "caught wind," he veered left to avoid the boat; however, the right main landing gear, right wing, and spreader struck the front section of the boat.

The 13,767-hour pilot reported in a telephone interview with an NTSB investigator that he never saw the boat until it had entered onto the runway. Once on the runway, the pilot further reported that the boat had come to a stop, and the boat operator was apparently busy and not paying attention to his surroundings.

After impact, the pilot noticed damage to his spreader and wing, but was unable to see the degree of damage to the landing gear. He made a go-around to check the status of the boat operator, "seeing that the boat driver was apparently unharmed, I returned to the base strip."

Upon landing on the sod portion of the airstrip at LA25, the right landing gear collapsed, and the pilot "pulled the mixture just before the prop hit." The airplane nosed over, and came to rest inverted.

Examination of the wreckage by the pilot revealed structural damage to the wings, landing gear, rudder, and the vertical stabilizer.

Pilot Information

Certificate:	Commercial	Age:	59, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 2, 2004
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 7, 2003
Flight Time:	13767 hours (Total, all aircraft), 2558 hours (Total, this make and model), 28 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman	Registration:	N8276K
Model/Series:	G-164B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	644B
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	February 10, 2004 Annual	Certified Max Gross Wt.:	3250 lbs
Time Since Last Inspection:	110 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6804 Hrs as of last inspection	Engine Manufacturer:	Pratt & Whitney
ELT:	Not installed	Engine Model/Series:	R-1340-59
Registered Owner:	Terry Flying Service Inc.	Rated Power:	600 Horsepower
Operator:	Central Farmers Flying Service	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LFT,42 ft msl	Distance from Accident Site:	37 Nautical Miles
Observation Time:	07:53 Local	Direction from Accident Site:	135°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.3 inches Hg	Temperature/Dew Point:	18°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mamou, LA (LA25)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	Unknown
Departure Time:	07:25 Local	Type of Airspace:	Class G

Airport Information

Airport:	Central Farmers Coop LA25	Runway Surface Type:	Asphalt
Airport Elevation:	68 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	3000 ft / 70 ft	VFR Approach/Landing:	Full stop;Precautionary landing;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.684722,-92.413887

Administrative Information

Investigator In Charge (IIC): McGill, C Frank

Additional Participating Persons: Laurel W Johnson; FAA: Baton Rouge FSDO SW03; Baton Rouge, LA

Original Publish Date: June 30, 2004

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=58967>

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](#).