



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Tulelake, California	Accident Number:	GAA17CA321
Date & Time:	June 5, 2017, 08:30 Local	Registration:	N80083
Aircraft:	AG-CAT CORPORATION G 164	Aircraft Damage:	Substantial
Defining Event:	Part(s) separation from AC	Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot reported that he was maneuvering to perform an agricultural application. He noticed a ground application operator was located inside of the cab of the ground application equipment. The pilot decided to perform a "close fly-by" over the ground equipment. The left main landing gear struck the ground equipment cab, and the pilot chose to return to the airport. He landed on the gravel taxiway that paralleled the runway. The airplane sustained substantial damage to the left main landing gear attachment points.

Per the National Transportation Safety Board Pilot Aircraft Accident Report, the pilot reported that the accident could have been prevented if "the pilot [had] used better judgement and not done a close fly-by the ground application equipment," which was also owned by the operator.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's improper decision to perform a low altitude fly-by over ground equipment, which resulted in the airplane striking the equipment.

Findings

Aircraft	Altitude - Incorrect use/operation
Personnel issues	Decision making/judgment - Pilot
Environmental issues	Ground equipment - Effect on operation

Factual Information

History of Flight

Maneuvering-low-alt flying	Collision with terr/obj (non-CFIT)
Maneuvering-low-alt flying	Part(s) separation from AC (Defining event)

Pilot Information

Certificate:	Commercial	Age:	28,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	February 7, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	February 11, 2017
Flight Time:	(Estimated) 2800 hours (Total, all aircraft), 1800 hours (Total, this make and model), 2775 hours (Pilot In Command, all aircraft), 220 hours (Last 90 days, all aircraft), 135 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AG-CAT CORPORATION	Registration:	N80083
Model/Series:	G 164 B	Aircraft Category:	Airplane
Year of Manufacture:	1998	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	837B
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	February 23, 2017 Annual	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:	4680.5 Hrs at time of accident	Engine Manufacturer:	Honeywell
ELT:	Not installed	Engine Model/Series:	TPE331-1-151G
Registered Owner:		Rated Power:	715 Horsepower
Operator:		Operating Certificate(s) Held:	Agricultural aircraft (137)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KLMT,4092 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	314°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	9°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tulelake, CA (081)	Type of Flight Plan Filed:	None
Destination:	Tulelake, CA (081)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	TULELAKE MUNI 081	Runway Surface Type:	Asphalt
Airport Elevation:	4044 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	3577 ft / 44 ft	VFR Approach/Landing:	Precautionary landing;Straight-in

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:	41.890556,-121.360557(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Frank J Vavra; FAA; Reno, NV
Original Publish Date:	November 14, 2017
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=95302

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).