



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Wright, Louisiana	Accident Number:	CEN23LA202
Date & Time:	May 25, 2023, 09:20 Local	Registration:	N6699Q
Aircraft:	GRUMMAN ACFT ENG COR-SCHWEIZER G-164B	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot reported that before his 12th aerial application flight of the day, the airplane was overloaded with fertilizer due to faulty ground loading equipment. Knowing the airplane was overloaded the pilot decided to dump some of the fertilizer over the grass strip during takeoff. As the airplane reached the point on the grass strip that he felt he could safely stop, the “airplane felt like it was wanting to fly” so he continued the takeoff. As the pilot turned toward the field that he intended to apply the fertilizer to, the airplane settled and impacted in a field. The airplane sustained substantial damage to both wings, empennage, and fuselage, and the engine separated from the airframe. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

No *Title 14 Code of Federal Regulations* Part 137 certificate was found for the operator and there was no record of a knowledge and skill test for the pilot as required by 14CFR 137.19.

Probable Cause and Findings

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

The pilot's decision to takeoff with the airplane overloaded which resulted in the airplane settling and subsequently impacting terrain.

Findings

Aircraft	Maximum weight - Capability exceeded
Personnel issues	Qualification/certification - Pilot
Environmental issues	Access to equipment/controls - Contributed to outcome
Personnel issues	Decision making/judgment - Pilot
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Maneuvering-low-alt flying	Collision with terr/obj (non-CFIT) (Defining event)
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Pilot Information

Certificate:	Private	Age:	40,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:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	June 4, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 24, 2022
Flight Time:	464.1 hours (Total, all aircraft), 159.5 hours (Total, this make and model), 428.7 hours (Pilot In Command, all aircraft), 89.9 hours (Last 90 days, all aircraft), 54.6 hours (Last 30 days, all aircraft), 10.5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN ACFT ENG COR-SCHWEIZER	Registration:	N6699Q
Model/Series:	G-164B	Aircraft Category:	Airplane
Year of Manufacture:	1977	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	214B
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	January 20, 2023 Annual	Certified Max Gross Wt.:	4500 lbs
Time Since Last Inspection:	65 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	12141.5 Hrs as of last inspection	Engine Manufacturer:	Pratt and Whitney
ELT:	Not installed	Engine Model/Series:	R985AN-14B
Registered Owner:	S & S Aviation LLC	Rated Power:	450 Horsepower
Operator:	S & S Aviation LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KIYA, 50 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	09:35 Local	Direction from Accident Site:	95°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	24°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Kaplan, LA	Type of Flight Plan Filed:	None
Destination:	Kaplan, LA	Type of Clearance:	None
Departure Time:	09:15 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.00043,-92.374558

Administrative Information

Investigator In Charge (IIC):	Brown, Zane
Additional Participating Persons:	Myron Billiot; FAA FSDO; Baton Rouge, LA
Original Publish Date:	July 27, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=192239

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](#).