



Aviation Investigation Final Report

Location:	Gueydan, Louisiana	Accident Number:	CEN23LA197
Date & Time:	May 22, 2023, 10:00 Local	Registration:	N8337K (A1); N8331K (A2)
Aircraft:	GULFSTREAM-SCHWEIZER A/C CORP GULFSTREAM AM G-164B (A1); GULFSTREAM-SCHWEIZER A/C CORP GULFSTREAM AM G-164D (A2)	Aircraft Damage:	Substantial (A1); Substantial (A2)
Defining Event:	Collision during takeoff/land	Injuries:	1 None (A1); 1 None (A2)
Flight Conducted Under:	Part 137: Agricultural (A1); Part 137: Agricultural (A2)		

Analysis

The two airplanes were conducting agricultural operations at a private airstrip. The pilot of the landing airplane reported that, while airborne, he noticed the departing airplane was being loaded at the tender truck. The pilot of the landing airplane estimated that he would have enough time to land and clear the runway before the departing airplane was finished loading. The pilot of the departing airplane reported that after loading, he positioned his airplane on the runway and began his takeoff roll. Meanwhile, the pilot of the landing airplane touched down in the opposite direction of the departing airplane. The pilot of the landing airplane reported that while he was slowing down on the landing roll, he looked over his airplane's hopper and noticed the departing airplane rolling toward him. The pilot of the landing airplane attempted to veer out of the way of the departing airplane but was unsuccessful. The left wing of the landing airplane struck the left wing of the departing airplane. The landing airplane sustained substantial damage to both left wings, the fuselage, the horizontal stabilizer, and the elevator. The departing airplane sustained substantial damage to all four wings and the fuselage. Both pilots reported that there were no preimpact mechanical failures or malfunctions with the airplanes that would have precluded normal operation. Both pilots reported that neither made a radio call announcing their intentions.

Probable Cause and Findings

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

The failure of both pilots to see and avoid each other resulting in a collision on the airstrip. Contributing was the pilots’ failure to announce their intentions over their radios as they were taking off and landing.

Findings

Personnel issues (A1)	Task monitoring/vigilance - Pilot
Personnel issues (A1)	Lack of communication - Pilot
Personnel issues (A2)	Task monitoring/vigilance - Pilot
Personnel issues (A2)	Lack of communication - Pilot

Factual Information

History of Flight

Landing (A1)	Collision during takeoff/land (Defining event)
Takeoff (A2)	Collision during takeoff/land

Pilot Information (A1)

Certificate:	Commercial	Age:	50,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2	Last FAA Medical Exam:	February 1, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 31, 2023
Flight Time:	14050 hours (Total, all aircraft), 13500 hours (Total, this make and model), 14050 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

Pilot Information (A2)

Certificate:	Commercial; Flight instructor	Age:	65
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Helicopter; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	June 29, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	24000 hours (Total, all aircraft), 9000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information (A1)

Aircraft Make:	GULFSTREAM-SCHWEIZER A/C CORP	Registration:	N8337K
Model/Series:	GULFSTREAM AM G-164B	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	17D
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	May 6, 2023 100 hour	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:		Engine Manufacturer:	Pratt and Whitney
ELT:	Not installed	Engine Model/Series:	PT634AG
Registered Owner:	CAJUN CATS LLC	Rated Power:	
Operator:	Vincent Flying Service	Operating Certificate(s) Held:	Agricultural aircraft (137)

Aircraft and Owner/Operator Information (A2)

Aircraft Make:	GULFSTREAM-SCHWEIZER A/C CORP	Registration:	N8331K
Model/Series:	GULFSTREAM AM G-164D	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	16D
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	May 9, 2023 100 hour	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:	as of last inspection	Engine Manufacturer:	Pratt and Whitney
ELT:		Engine Model/Series:	
Registered Owner:	CHURCH STREET HOLDING LLC	Rated Power:	
Operator:	Vincent Flying Service	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:	KLFT, 35 ft msl	Distance from Accident Site:	29 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	69°
Lowest Cloud Condition:	Clear	Visibility	8 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	26°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Gueydan, LA (A1); Gueydan, LA (A2)	Type of Flight Plan Filed:	
Destination:	Gueydan, LA (A1); Gueydan, LA (A2)	Type of Clearance:	None (A1); None (A2)
Departure Time:		Type of Airspace:	Class E (A1)

Wreckage and Impact Information (A1)

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.006686,-92.474597(est)

Wreckage and Impact Information (A2)

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.006686,-92.474597(est)

Administrative Information

Investigator In Charge (IIC):	Rutt, Brian
Additional Participating Persons:	John Shamblin; FAA Baton Rouge FSDO Jared Jones; FAA Baton Rouge FSDO
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=192225

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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](#).