



Aviation Investigation Final Report

Location:	Rice, Minnesota	Accident Number:	CEN23LA375
Date & Time:	August 21, 2023, 14:56 Local	Registration:	N943QC
Aircraft:	SCHWEIZER AIRCRAFT CORP G-164B	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot reported that he performed a straight in landing to a private airstrip. He anticipated a crosswind from the east, so he made the approach with additional airspeed to have more controllability in the crosswind. He stated that he landed about two thirds of the way down the 2,574 ft runway, reduced power, and reduced the propeller pitch to low. The tailwheel settled to the ground at a location on the runway where there was a break in the adjacent tree line. The pilot reported that the crosswind intensified at this point, and the airplane yawed to the left. The left main landing gear exited the paved portion of the runway. The pilot attempted to correct with rudder and brakes; however, the airplane continued off the runway and into a plowed field. The airplane nosed over and came to rest inverted in the field. The vertical stabilizer was substantially damaged. The pilot reported that there were no mechanical failures or malfunctions with the airplane that would have precluded normal operation. At the time of the accident, wind at an airport 12 nm northwest of the accident site was 090° at 8 knots. The pilot was landing to the south.

Probable Cause and Findings

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

The pilot's failure to maintain directional control during the landing roll with a left crosswind.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Tailwind - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Other weather encounter
Landing	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Runway excursion
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Commercial	Age:	64,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
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 2 Without waivers/limitations	Last FAA Medical Exam:	June 23, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 6, 2022
Flight Time:	8687 hours (Total, all aircraft), 7500 hours (Total, this make and model), 8617 hours (Pilot In Command, all aircraft), 155 hours (Last 90 days, all aircraft), 150 hours (Last 30 days, all aircraft), 15 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SCHWEIZER AIRCRAFT CORP	Registration:	N943QC
Model/Series:	G-164B	Aircraft Category:	Airplane
Year of Manufacture:	1983	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	711B
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	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:	R1340
Registered Owner:	On file	Rated Power:	
Operator:	On file	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:	KLXL, 1100 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	14:55 Local	Direction from Accident Site:	340°
Lowest Cloud Condition:	Scattered / 2100 ft AGL	Visibility	9 miles
Lowest Ceiling:	Overcast / 4500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.17 inches Hg	Temperature/Dew Point:	25°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fort Ripley, MN	Type of Flight Plan Filed:	None
Destination:	Rice, MN	Type of Clearance:	None
Departure Time:	14:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	Oleen AG Air NA	Runway Surface Type:	Asphalt;Gravel
Airport Elevation:	1100 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2574 ft / 20 ft	VFR Approach/Landing:	Straight-in

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:	45.784944,-94.2

Administrative Information

Investigator In Charge (IIC):	Abraham, Laura
Additional Participating Persons:	Greg Thurston; FAA; Minneapolis, MN
Original Publish Date:	January 10, 2024
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=192918

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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](#).