



National Transportation Safety Board Aviation Accident Final Report

Location:	MARKED TREE, AR	Accident Number:	FTW94LA217
Date & Time:	07/01/1994, 1200 CDT	Registration:	N6568
Aircraft:	GRUMMAN G-164A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PILOT STATED THAT AS HE WAS MAKING HIS TURN AT THE END OF HIS SECOND AERIAL APPLICATION PASS, THE ENGINE LOST POWER WITHOUT WARNING, WHILE THE AIRPLANE WAS AT ABOUT 200 FEET AGL. HE SUBSEQUENTLY ATTEMPTED A FORCED LANDING BETWEEN TWO TREE LINES; HOWEVER, THE AIRPLANE STALLED PRIOR TO TOUCHDOWN AND ONE WING DUG INTO THE GROUND AND THE AIRPLANE CART WHEELED. THE REASON FOR THE POWER LOSS WAS NOT DETERMINED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE POWER LOSS FOR UNDETERMINED REASONS. FACTORS WERE THE PILOT'S INADVERTENT ENTRY INTO A STALL AND THE LACK OF SUITABLE TERRAIN ONTO WHICH TO EXECUTE THE LANDING.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: DESCENT - EMERGENCY

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE

3. (F) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On July 1, 1994, approximately 1200 central daylight time, a Grumman G-164A, N6568, was substantially damaged when it impacted the ground near Marked Tree, Arkansas. The airplane, flown by a commercial pilot, was on an local aerial application flight. There was no flight plan filed and visual meteorological conditions prevailed. The pilot was not injured.

According to the pilot, he had departed a private strip about 5 miles from the field he was spraying 10 minutes before the accident. He stated that, as he was making his turn after the second pass at 200 feet AGL, the engine lost power without warning. He was not sure if it was a complete power loss or if the engine was still developing idle power.

The pilot subsequently attempted to land between two tree lines; however, he said that the airplane stalled prior to touchdown and one wing dug into the ground and the airplane cart wheeled. The reason for the engine failure was not determined during the field examination and it was not subsequently reported by the operator.

Pilot Information

Certificate:	Commercial	Age:	22, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/03/1994
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	600 hours (Total, all aircraft), 65 hours (Total, this make and model), 540 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 12 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N6568
Model/Series:	G-164A G-164A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	707
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	11/30/1993, Annual	Certified Max Gross Wt.:	3725 lbs
Time Since Last Inspection:	100 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5500 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-985
Registered Owner:	OSCEOLA AERIAL SERVICE, INC.	Rated Power:	450 hp
Operator:	OSCEOLA AERIAL SERVICE, INC.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	ZHDG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1200 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	35° C
Precipitation and Obscuration:			
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:	(NONE)	Type of Clearance:	None
Departure Time:	1150 CDT	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:	

Administrative Information

Investigator In Charge (IIC): WARREN V WANDEL, **Report Date:** 01/26/1995

Additional Participating Persons: RODNEY L DOSS; LITTLE ROCK, AR

Publish Date:

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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](#).