



National Transportation Safety Board Aviation Accident Final Report

Location:	PARKIN, AR	Accident Number:	FTW94LA042
Date & Time:	12/01/1993, 0901 CST	Registration:	N4582
Aircraft:	GRUMMAN G-164A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Ferry

Analysis

THE PILOT OF AN AGRICULTURAL AIRPLANE EXPERIENCED A LOSS OF ENGINE POWER WHILE THE AIRPLANE WAS ON INITIAL TAKEOFF CLIMB. THE PILOT STATED THAT DUE TO HIS LOW AIRSPEED AND ALTITUDE, HE ELECTED TO LAND STRAIGHT AHEAD IN AN OPEN WHEAT FIELD. THE AIRPLANE NOSED OVER AS THE MAIN LANDING GEAR TIRES DUG INTO THE SOFT GROUND, AND THE AIRPLANE CAME TO REST IN THE INVERTED POSITION. A DETAILED EXAMINATION OF THE ENGINE AND ITS COMPONENTS FAILED TO PRODUCE ANY MECHANICAL PROBLEM THAT WOULD HAVE PREVENTED NORMAL ENGINE OPERATION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE TOTAL LOSS OF ENGINE POWER FOR UNDETERMINED REASONS. A FACTOR WAS THE LACK OF SUITABLE TERRAIN AVAILABLE TO THE PILOT FOR THE FORCED LANDING.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. TERRAIN CONDITION - SOFT
3. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

On December 1, 1993, at 0901 central standard time, a Grumman G-164A, N4582, was substantially damaged during a forced landing near Parkin, Arkansas. The commercial pilot was not injured. Visual meteorological conditions prevailed for the ferry flight.

According to the operator, the purpose of the flight was to ferry the agricultural airplane to a nearby airstrip to wash and clean the airplane. The operator was told by the pilot that the loss of power occurred as the airplane was over the departure end of the 1,700 foot airstrip, at approximately 50 to 60 feet above the ground. The pilot further stated that due to his altitude and airspeed, he elected to land straight ahead in an open wheat field.

The airplane nosed over, coming to rest in the inverted position. Damage to the airplane included structural damage to the upper airfoil, fracturing of the rudder and vertical stabilizer, and compression damage to the engine cowling.

A detailed examination of the engine by the owner did not reveal any mechanical defects or anomalies that would have prevented normal engine operation.

Pilot Information

Certificate:	Commercial	Age:	46, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Center
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--w/ waivers/lim.	Last FAA Medical Exam:	02/03/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	7625 hours (Total, all aircraft), 6000 hours (Total, this make and model), 7500 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N4582
Model/Series:	G-164A G-164A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	1064
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	05/01/1993, Annual	Certified Max Gross Wt.:	6075 lbs
Time Since Last Inspection:	350 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4740 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-985-14B
Registered Owner:	SITZ, JAMES A.	Rated Power:	450 hp
Operator:	SITZ, JAMES A.	Operating Certificate(s) Held:	
Operator Does Business As:	A-1 FLYING SERVICE	Operator Designator Code:	KWZG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	JBR, 200 ft msl	Distance from Accident Site:	31 Nautical Miles
Observation Time:	0851 CST	Direction from Accident Site:	105°
Lowest Cloud Condition:	Scattered / 12000 ft agl	Visibility	6 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	4° C / 2° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0900 CST	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:	200 ft	Runway Surface Condition:	
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	1700 ft / 75 ft	VFR Approach/Landing:	Forced Landing

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):	HECTOR R CASANOVA	Report Date:	08/01/1994
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.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](#).